Vol. II

TRANSCRIPT OF RECORD

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, [redacted] 1925

No. [redacted]165

STEAMSHIP "WILLDOMINO," HER ENGINES, BOILERS, ETC., PETITIONER,

vs.

CITRO CHEMICAL COMPANY OF AMERICA

No. [redacted]166

STEAMSHIP "WILLDOMINO," HER ENGINES, BOILERS, ETC., PETITIONER,

vs.

CHARLES PFIZER & COMPANY, INC.

No. [redacted]167

CONVOY STEAMSHIP COMPANY, LTD., OWNER OF THE STEAMSHIP "WILLDOMINO," HER ENGINES, BOILERS, ETC., PETITIONER,

vs.

CHARLES PFIZER & COMPANY, INC.

ON WRITS OF CERTIORARI TO THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT

PETITIONS FOR CERTIORARI FILED SEPTEMBER 3, 1926

CERTIORARI GRANTED OCTOBER 27, 1926

(30,596, 30,597, 30,598)

(30,596, 30,597, 30,598)

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1924

No. 631

STEAMSHIP "WILLDOMINO," HER ENGINES, BOILERS, ETC., PETITIONER,

vs.

CITRO CHEMICAL COMPANY OF AMERICA

No. 632

STEAMSHIP "WILLDOMINO," HER ENGINES, BOILERS, ETC., PETITIONER,

vs.

CHARLES PFIZER & COMPANY, INC.

No. 633

CONVOY STEAMSHIP COMPANY, LTD., OWNER OF THE STEAMSHIP "WILLDOMINO," HER ENGINES, BOILERS, ETC., PETITIONER,

vs.

CHARLES PFIZER & COMPANY, INC.

ON WRITS OF CERTIORARI TO THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT

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JUDD & DETWEILER (INC.), PRINTERS, WASHINGTON, D. C., MARCH 19, 1925

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Claimant's Exhibit 14—Certificate of analysis of Sherer Bros., dated September 2, 1920, marked in evidence at folio 753 903
Claimant's Exhibit 15—Certificate of F. C. Rodman, cargo surveyor, dated December 29, 1920, marked in evidence at folio 759 904
Claimant's Exhibit 16—General average guaranty for Citro chemical shipment, dated August 10, 1920 (3 papers), marked in evidence at folio 799 908
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Claimant's Exhibit 18—Copy of letter of Geo. W. Ashworth, chief of division of customs, Washington, to collector of customs, New York, dated January 19, 1921, with rider attached, marked in evidence at folio — 912
Claimant's Exhibit 19—Cable of June 13, 1920, of Capt. to Wilshipco, marked in evidence at folio — 915
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Claimant's Exhibit F—Telegram, dated June 15, 1920, Wilshipco to master of "Willdomino," marked in evidence at folio 829 1090

Claimant's Exhibit G—Certificate of survey at St. Michaels, July 3, 1920, marked in evidence at folio 846 1091

Claimant's Exhibit H—Diver's report and diagram, Halifax, July 27, 1920, marked in evidence at folio 883 1094

Claimant's Exhibits I-1 and I-2—Certificate of Lloyd's Register, Halifax, July 31, 1920, marked in evidence at folio 885 1096

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Claimant's Exhibit K—Stowage plan of the "Willdomino," marked in evidence at folio 1094 1099

Claimant's Exhibit L—Photographic copy of compass observations, "Willdomino," marked in evidence at folio 1215 1100

Claimant's Exhibit M—Wireless message sent and received by the "Willdomino," marked in evidence at folio 1217 1101

Claimant's Exhibit N—Wireless message sent and received by the "Willdomino," marked in evidence at folios 1219, 57 1102

Claimant's Exhibit O—Wireless message sent and received by the "Willdomino," marked in evidence at folio 1220 1103

Claimant's Exhibit P—Wireless message sent and received by the "Willdomino," marked for identification at folios 1227, 70 1104

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Claimant's Exhibit R—Sketch showing expansion piece between H. P. and L. P. turbines on the "Willdomino," marked in evidence at folio 1235 1106

Claimant's Exhibit S—Engineer's log book, May 20, 1920, to August 9, 1920, marked in evidence at folio 1334 1107

Claimant's Exhibit T—Page 24 of pamphlet of Parsons Marine Steam Turbine Co., Ltd., showing photograph L. P. ahead and L. P. astern turbines, marked for identification at folio 1371 1279

Claimant's Exhibit U—Photograph of certificate of engines and boilers of Lloyd's Register of Shipping of War Convoy, dated May 23, 1919, marked for identification at folio 1403 1280

Claimant's Exhibit V—Certificate of seaworthiness of Salvage Association of London, dated Halifax, August 2, 1920, marked in evidence at folio 1487 1281

Claimant's Exhibit W—Pamphlet containing statute prescribing duties of port warden, Dominion of Canada, marked in evidence at folio 1495 1283

Claimant's Exhibit X—Copy of certificate of port warden, Halifax, Nova Scotia, July 27, 1920, marked for identification at folios 1500, 1515 1296

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Libellant's Exhibit 5—Invoice, June 10, 1920, marked in evidence at folio 166 1317
Libellant's Exhibit 6—Freight bill, August 14, 1920, marked in evidence at folio 168 1322
Libellant's Exhibit 7—Letter, delivery order, August 16, 1920, marked in evidence at folio 168 1323
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Libellant's Exhibit 10—Bull Line bill of lading, marked in evidence at folio 2501 1326
Libellant's Exhibit 11—Italian S. N. D. N. bill of lading, marked in evidence at folio 2501 1327
Libellant's Exhibit 12—Lloyd insular bill of lading, marked in evidence at folio 2501 1328
Libellant's Exhibit 13—N. G.-I. bill of lading, marked in evidence at folio 2501 1329
Libellant's Exhibit 14—Consulich bill of lading, marked in evidence at folio 2501 1330
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Claimant's Exhibit 1.

2617

(Physical Exhibit, not incorporated in this record pursuant to stipulation printed at end of this record, being first paper after Petition of Appeal.)

2618

2619

Claimant's Exhibit 2.

2620

(Photostat.)

2621

2622

Directions for Setting Up and Operating Pumps

In setting up a pump the first requisite is to provide a full and steady supply of water or other fluid. To accomplish this, observe carefully the following points:

The *suction pipe* should always be as short as possible and with few bends. Where bends are necessary they should be long radius. If a long suction line is necessary, make the diameter of the pipe as large as possible, so that pipe friction will not prevent a full water supply to the pump. In any case the suction pipe should not be smaller than the size given in the catalogue table.

In laying *suction pipe a uniform grade* should be maintained, thereby avoiding air pockets or summits. Grade the suction pipe toward the supply.

The *suction pipe* and its connections *must be tight*, as a very small leak will supply the pump with air to its full capacity so that little or no water will be obtained, according to the size of the leak. Before covering the suction pipe it is recommended that it be tested with a pressure of not less than twenty-five nor more than fifty pounds per square inch, to discover any leaks.

Wrought iron pipe may be used for suction pipe of small sizes, but cast iron flanged pipe is recommended for all sizes in which it can be obtained. When the bell and spigot pipe is used it should be laid with the direction of the current from the bell end towards the spigot end.

All valves in suction and discharge pipes should be *gate valves.*

Suction air chamber is an advantage on long or high suctions, and is particularly recommended for single pumps, on all fire pumps, and any pumps which are to run at high speed, especially for pumps of short stroke.

A *foot valve*, under these conditions, insures a quick starting of the pump by maintaining the pipe full of water and free from air. When a foot valve is used, see that the area of its valve seat opening is not less than the area of the pipe.

A *strainer* is always desirable, but not necessary when water is clear and free from foreign matter that would clog the valves and passages of the pump. The area of the strainer openings should be at least four times the area of the pipe, to equalize the friction of water through the small openings, some of which are liable to become clogged. When strainers are used they must be frequently inspected and cleaned.

Extreme caution must be exercised while pipe is being laid and pump connected to prevent foreign matter, such as sticks, waste and rubbish from entering the pipe. Chips from threading pipe, sand, etc., will quickly cut the cylinder, pistons and valves of a pump, doing more damage than years of proper use, or perhaps entirely disabling it.

A *check valve* in the discharge line close to the pump is an advantage in that it relieves the valves in the water cylinder from the weight of the water column when the pump is stopped and is also a great aid in starting against an existing discharge pressure.

A *priming* pipe connected to a supply above the pump or under pressure is a convenience for quick starting and a necessity for a fire pump and most large pumps of all classes.

Hot Water cannot be raised to any considerable height by suction. Thick liquids and hot water should always flow to the pump by gravity.

The *steam, exhaust, suction* and *discharge pipes* should be as straight and as free from turns as possible, and as large as sizes given in the catalogue table.

In connecting the steam pipe proper allowance should be made for expansion. A gate throttle valve should be placed in the steam pipe close to the pump. Means should be provided for draining this pipe before starting the pump.

A *heater* may be placed in the exhaust pipe to advantage.

To prevent freezing, drain the pump by opening all cocks and plugs provided for the purpose. In piping from these drips, valves should be placed close to the pump cylinders. The steam and water cylinder drips should never be connected into the same pipe unless a check valve is placed so as to close towards the water cylinder to keep it free from steam.

Erecting of a pump should be done by a thoroughly competent man.

Foundations suitable for the pump should always be provided.

All pipes should be properly supported so as to relieve the pump flanges from undue strains.

Keep the *steam cylinders* well oiled, especially just before stopping.

Keep the *stuffing-boxes* well and evenly filled with a good quality of packing. Don't screw them too tight.

Let the steam end alone if the pump begins to run badly, until fully satisfied that there is no obstruction in the water cylinders, water valves or pipes.

The pumps should be located, if possible, in a light, dry, warm and clean place and have good care. Do not overlook the importance of this last suggestion. Do not pull the pump apart to see what is inside, as long as it does its work well.

South Publishing Press, 197 Sutton Street, New York

WORTHINGTON

WORTHINGTON PUMP AND MACHINERY CORPORATION
115 BROADWAY, NEW YORK

W-305-D U. S. A. December, 1922

Claimants Ex. 85

PARTS OF

DUPLEX STEAM PUMPS

HAVING SHOP NUMBERS ABOVE 200,000

PISTON AND RAM PATTERN

VALVE PLATE STYLE

PRESERVE THIS FOR POSSIBLE FUTURE USE

SALES OFFICES AND REPRESENTATIVES

ATLANTA	435 Trust Co. of Georgia Bldg.	KANSAS CITY	825 Scarritt Bldg.
BIRMINGHAM	Am. Trust & Sav. Bk. Bldg.	LOS ANGELES	209-210 Higgins Bldg.
BOSTON 2	465 Massachusetts Trust Bldg.	NEW ORLEANS	533 Baronne Street.
BUFFALO	707 Iroquois Bldg.	PHILADELPHIA	1516 No. American Bldg.
CHICAGO	820 Old Colony Bldg.	PITTSBURGH	407 Oliver Bldg.
CINCINNATI	1503 First Nat'l Bank Bldg.	ST. LOUIS	701 Laclede Gas Bldg.
CLEVELAND	304 Kirby Bldg.	ST. PAUL	1017 Commerce Bldg.
DENVER	436 Seventeenth Street.	SALT LAKE CITY	1610 Walker Bldg.
DETROIT	839 Majestic Bldg.	SAN FRANCISCO	306 Sharon Bldg.
DALLAS	2001 Magnolia Bldg.	SEATTLE	203 Maynard Bldg.
EL PASO	510 Mills Bldg.	TULSA	424 North Boulder Street.
HOUSTON	425 Southern Pacific Bldg.	WASHINGTON, D. C.	426 Homer Bldg.

FOREIGN

LONDON, ENGLAND ..... Worthington-Simpson, Ltd., Queen's House, Kingsway, W. C. 2.
PARIS, FRANCE ..... Societe Francaise des Pompes et Machines Worthington, 1 Rue des Italiens.
MADRID, SPAIN ..... Cia de Bombas Worthington, Altamirano, 35.
MILAN, ITALY ..... Societa Anonima Worthington, 4 Via Dante.
SYDNEY, AUSTRALIA ..... Worthington-Simpson, Ltd., 32 Clarence Street.
CALCUTTA, INDIA ..... Worthington-Simpson, Ltd., 10 Clive Street.
ARGENTINE BRAZIL CHILE COLOMBIA CHINA JAPAN MEXICO JAVA

WORTHINGTON WORKS, HARRISON, NEW JERSEY

Established 1840

The Worthington Duplex Steam Pumps

VALVE PLATE STYLE

HAVING SHOP NUMBERS ABOVE 200,000

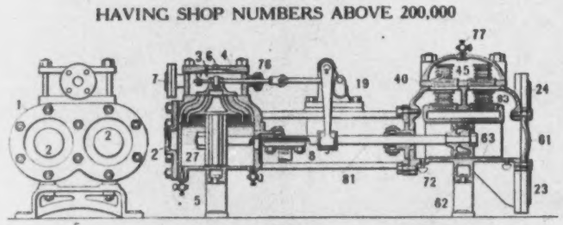


Fig. 1
PISTON PATTERN

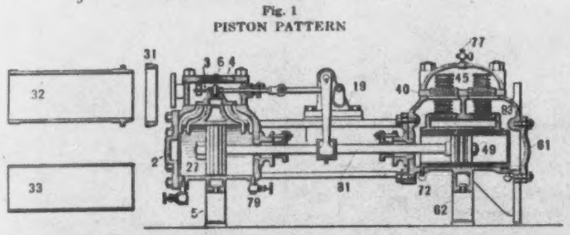


Fig. 2
PISTON PATTERN REMOVABLE LINER

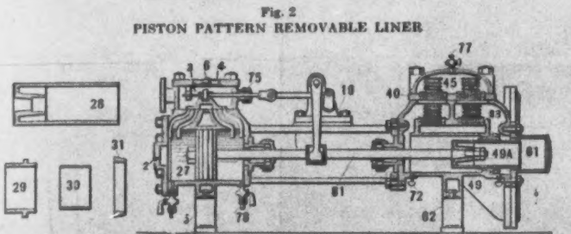


Fig. 3
PLUNGER AND RING PATTERN

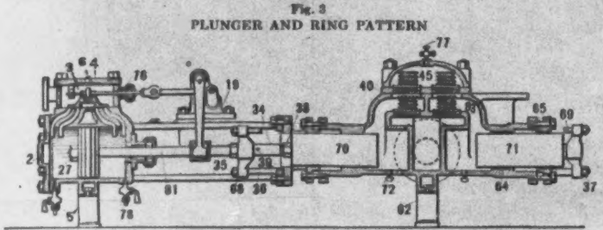
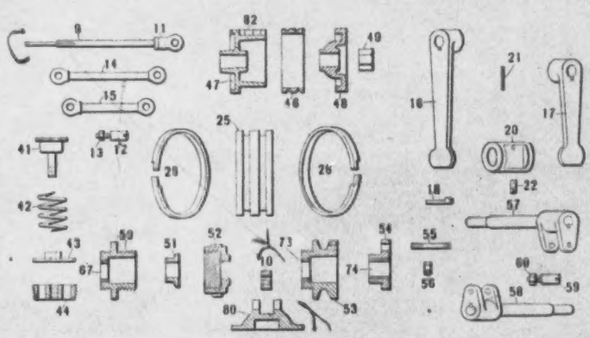


Fig. 4
RAM PATTERN



THE PUMP NUMBER,

which will be found stamped upon the *name plate*, should be given in ordering parts for a pump in use. Designate size by giving diameter of Steam and Water Cylinders and Length of Stroke. Designate parts wanted by Number as well as by Name.

LIST OF PARTS

1. Steam Cylinder.
2. Steam Cylinder Head.
3. Steam Chest.
4. Steam Chest Cover.
5. Steam Cylinder Foot.
6. Steam Chest Cover Plug.
7. Steam Flange.
8. Exhaust Flange (see Fig. 1).
9. Valve Rod.
10. Valve Rod Nut.
11. Valve Rod Head.
12. Valve Rod Head Pin.
13. Valve Rod Head Pin Nut.
14. Valve Rod Link, long.
15. Valve Rod Link, short.
16. Rock Shaft Lever, long.
17. Rock Shaft Lever, short.
18. Rock Shaft Key.
19. Cross Stand.
20. Spool.
21. Spool Pin.
22. Spool Set Screw.
23. Suction Screw Flange } (See Fig. 1).
24. Delivery Screw Flange }
25. Steam Piston.
26. Steam Piston Ring.
27. Piston Rod Nut.
28. Plunger } (see Fig. 3).
29. Plunger Ring. }
30. Plunger Ring Lining. }
31. Binder }
32. Piston Sleeve. } (see Fig. 2).
33. Sleeve Lining }
34. Plunger Connecting Piece }
35. Cross Head Check Nut } (see Fig. 4).
36. Side Rods }
37. Side Rod Nuts. }
38. Plunger Check Nut. }
39. Position Pin. }
40. Valve Plate.
41. Water Valve Guard.
42. Water Valve Guard Spring.
43. Water Valve.
44. Water Valve Seat.
45. Force Chamber.
46. Water Piston Packing Ring (Solid Brass or Babbitt).
47. Water Piston Body.
48. Water Piston Follower.
49. Water Piston Nut.
49a. Check Nut (see Fig. 3).
50. Screwed Stuffing-box.
51. Screwed Stuffing-box Gland.
52. Screwed Stuffing-box Nut.
53. Studded Gland Screwed Stuffing-box.
54. Stuffing-box Gland.
55. Gland Stud.
56. Nut for Gland Stud.
57. Upper Rock Shaft.
58. Lower Rock Shaft.
59. Crank Pin.
60. Crank Pin Nut.
61. Water Cylinder Head.
62. Water Cylinder Foot.
63. Water Cylinder Lining (see Fig. 1).
64. Water Cylinder Bushing } (see Fig. 4).
65. Water Cylinder Gland }
67. Stuffing-box Bushing.
68. Cross Head, Inside
69. Cross Head, Outside } (see Fig. 4).
70. Plunger, Inside. }
71. Plunger, Outside. }
72. Water Cylinder Drain Plug.
73. Studded Stuffing-box Throat Bushing.
74. Stuffing-box Gland Bushing.
75. Steam Chest Stuffing-box Gland (see Fig. 3).
76. Steam Chest Stuffing-box Nut.
77. Air Cock.
78. Blow Cock.
79. Globe Valve (see Fig. 2).
80. Slide Valve.
81. Piston Rod.
*82. Water Piston Packing.
83. Water Cylinder.

*State if for cold or hot water service.

Claimant's Exhibit 3-a.

2623

LLOYD'S REGISTER OF SHIPPING.

Cut—Lloyd's Register of Shipping, London.

Port NEW YORK

January 20th, 1920.

This is to Certify that I have Surveyed the H. P. & L. P. Turbines of the Steel Screw Steamer "Willdomino" 5755 tons gross register of Halifax whilst at this port in January, 1920 and that I have transmitted to the Committee of Lloyd's Register of Shipping, London, a Report stating 2624
that all recommendations made by me in connection therewith have been carried out to my satisfaction, and that I have Recommended that the record of *L.M.C. be retained in the Register Book in the case of this vessel.

JOHN S. HECK,
Engineer Surveyor to Lloyd's Register.
For C. J. Hudson & H. W. Wilkinson

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:— 2625

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

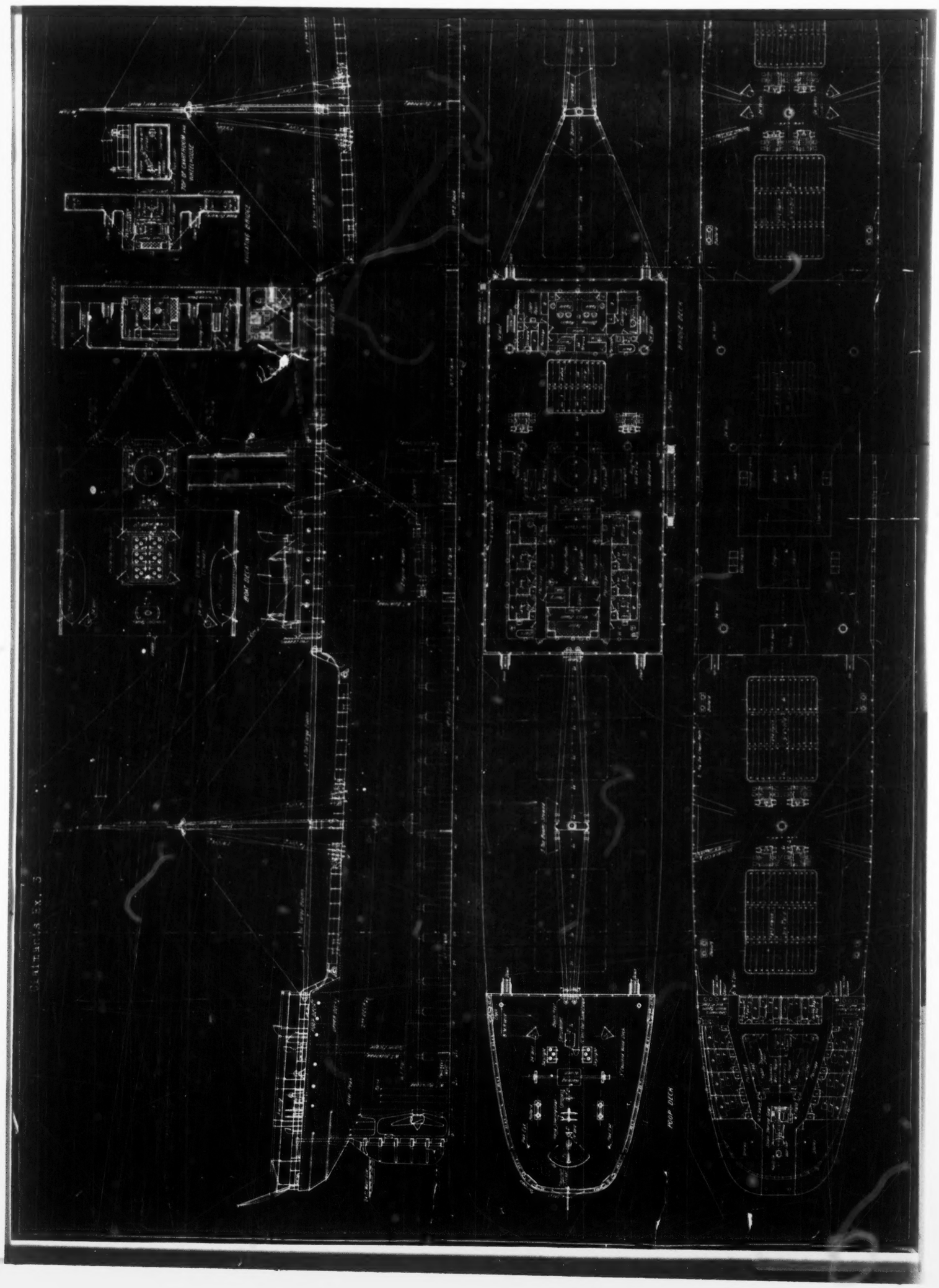
Claimant's Exhibit 3.

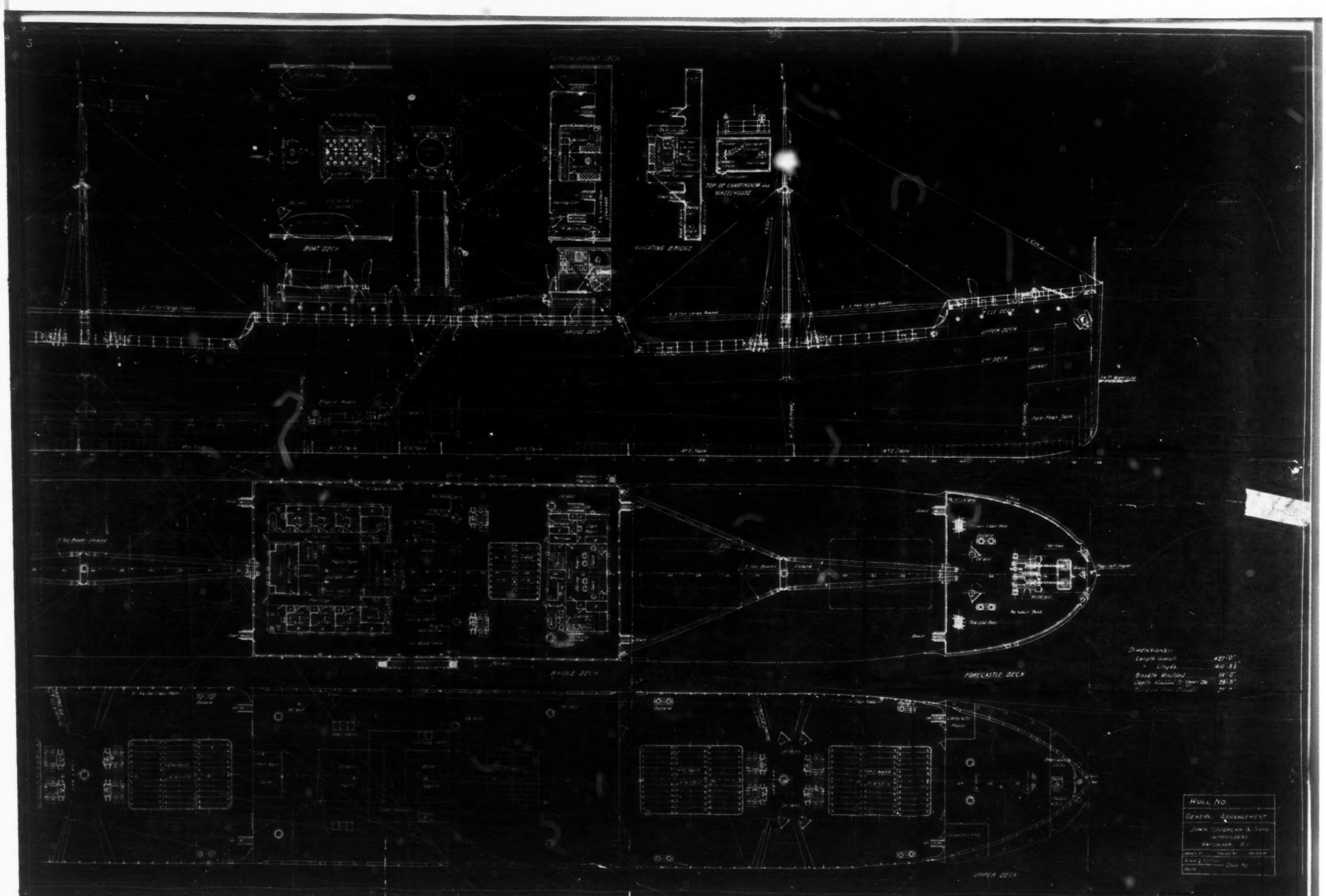
2626

(Blue print.)

2627

2628


MAIN DECK
BRIDGE DECK
ROOF DECK


TOP OF CHARTROOM AND WHEELHOUSE
NAVIGATING BRIDGE
BOAT DECK
BRIDGE DECK
MAIN DECK
UPPER DECK
2nd DECK
FORE PEAK TANK
BRIDGE DECK
FORECASTLE DECK
UPPER DECK
DIMENSIONS:-
Length Overall 427'-0"
" Lloyds 410'-8½"
Breadth Moulded 54'-0"
Depth Moulded to Upper Dk 29'-9"
HULL NO
GENERAL ARRANGEMENT
JOHN COUGHLAN & SONS
SHIPBUILDERS
VANCOUVER B.C.

Claimant's Exhibit 4.

2629

State of Washington,
County of Grays Harbor—ss.:

JOHN J. FITZGERALD, first being duly sworn on his oath, deposes and says: That he is the Master of the American Steamer "Willhilo";

Affiant further states: that on January 15th, while on a voyage from Norfolk, Virginia, to New York, N. Y., at the request of Mr. P. A. Dwyer, of the Williams Steamship Co., he did take sample of pure sea water in Lat. 37°28″ North, and Long. 75°19″ West, together with sample of bilge water. Both samples were placed in containers 2630
covered tightly and delivered to Mr. Dwyer at New York.

JOHN J. FITZGERALD
Master S. S. "Willhilo"

Subscribed and sworn to before me this 24th day of January, 1923.

M. W. TAYLOR
Notary Public in and for the State of Washington, residing at Aberdeen, Washington. 2631

(Seal)

Claimant's Exhibit 5 and 6.

2632

AVERAGE AGREEMENT

WHEREAS, THE S/S "WILLDOMENO"

whereof
was Master, having on board a cargo of merchandise, sailed from the port of Palermo and Messina during the month of June 1920, bound for New York via Lisbon and in due prosecution of her said voyage, it is alleged, that the machinery became disabled and she put into the Azores, repairs were made and the vessel resumed her
2633 voyage, but subsequently put into Sydney. After leaving there she struck a rock off Cape Canso which necessitated putting into Halifax where repairs were effected and the voyage resumed.

And whereas by reason of the occurrences of the voyage, certain losses and expenses have been incurred, and other losses and expenses hereafter may be incurred, which may constitute a general average; to be apportioned on the said Vessel, her earnings as Freight and her Cargo, and other losses and expenses have been and may be incurred, which apply to and may be due from specific interests; Now, in consideration of the
2634 premises, we, the subscribers, owners, shippers, or consignees (or agents or attorneys of certain owners, shippers or consignees) of said Vessel, her earnings as Freight, or her Cargo, do hereby for ourselves personally, and our principals and executors and administrators, severally and respectively, but not jointly, or one for the other, covenant and agree to and with Convoy Steamship Company, Ltd., and/or Rodgers & Carr, Inc., as Trustees for all concerned, that all losses and expenses aforesaid, which shall be made to

appear to be due from us or our principals, or 2635
from any firm of which we are or have been copartners, either as owners, shippers or consignees, shall be paid by us respectively, according to the part or share in the said Vessel, her earnings as Freight, or her Cargo, which shall belong to us or shall belong to or be consigned to any person or persons for whom we are agents, or attorneys, or with whom we are or have been partners or in which we are or have been in any manner concerned, provided that such losses and expenses shall be stated and apportioned by Rodgers & Carr, Inc. Average adjusters, in accordance with the *established usages and laws* in 2636
similar cases. And we do further bind ourselves to furnish promptly, on request of said Adjusters, all such information and documents as they may require from us to make said adjustment. This agreement may be executed in several parts of like tenor and date, the whole of which is to constitute but one agreement, with the same effect as if each of said part were severally signed by us.

Should the value of the services rendered in whole or in part to the cargo be determined by amicable settlement or by arbitration WE HEREBY AGREE to pay, each our rateable proportion of any sum thus fixed or determined upon; and in the event of an action or suit being brought to recover for such services, WE HEREBY SEVERALLY AGREE to give bond therefor in the same manner as if the salvors had required such bond direct from us before surrendering the cargo; and WE FURTHER AGREE to pay and fully satisfy any final decree that may be rendered. 2637

Claimant's Exhibits 5 and 6.

IN WITNESS WHEREOF, we have to these presents set our hands, in the City of New York this ninth day of Aug. in the year of our Lord one thousand nine hundred twenty.

Signatures	No. of Packages and Description	Amount of Invoice	Where Insured
Chas. Pfizer & Co., Inc., George A. Anderson Treasurer		Lire	
Chas. Pfizer & Co., Inc., 81 Maiden Lane, New York	335 Cks. Citrate Lime	1,735,234.60	½ interest Queen ½ interest Switzerland General Ins. Co. to-day's rate of exchange £19.75
Santi Amoroso	882 Boxes Lemons	$882.00	insured abroad
Santi Amoroso 90 West Broadway	Union & Troins Brand Isco Puccio		

Claimant's Exhibits 5 and 6.

2641

AVERAGE AGREEMENT

WHEREAS, THE S/S "WILLDOMINO"

whereof
was Master, having on board a cargo of merchandise, sailed from the port of Palermo and Messina during the month of June 1920, bound for New York via Lisbon and in due prosecution of her said voyage, it is alleged, that the machinery became disabled and she put into the Azores, repairs were made and the vessel resumed her voyage, but subsequently put into Sydney. After 2642
leaving there she struck a rock off Cape Canso which necessitated putting into Halifax where repairs were effected and the voyage resumed.

And whereas by reason of the occurrences of the voyage, certain losses and expenses have been incurred, and other losses and expenses hereafter may be incurred, which may constitute a general average; to be apportioned on the said Vessel, her earnings as Freight and her Cargo, and other losses and expenses have been and may be incurred, which apply to and may be due from specific interests; Now, in consideration
of the premises, we, the subscribers, owners, ship- 2643
pers, or consignees (or agents or attorneys of certain owners, shippers or consignees) of said Vessel, her earnings as Freight, or her Cargo, do hereby for ourselves personally, and our principals and executors and administrators, severally and respectively, but not jointly, or one for the other, covenant and agree to and with Convoy Steamship Company, Ltd., and/or Rodgers & Carr, Inc., as Trustees for all concerned, that all losses and expenses aforesaid, which shall be

made to appear to be due from us or our principals, or from any firm of which we are or have been copartners, either as owners, shippers or consignees, shall be paid by us respectively, according to the part or share in the said Vessel, her earnings as Freight, or her Cargo, which shall belong to us or shall belong to or be consigned to any person or persons for whom we are agents, or attorneys, or with whom we are or have been partners or in which we are or have been in any manner concerned, provided that such losses and expenses shall be stated and apportioned by Rodgers & Carr, Inc. Average adjusters, in accordance with the *established usages and laws* in similar cases. And we do further bind ourselves to furnish promptly, on request of said Adjusters, all such information and documents as they may require from us to make said adjustment. This agreement may be executed in several parts of like tenor and date, the whole of which is to constitute but one agreement, with the same effect as if each of said part were severally signed by us.

Should the value of the services rendered in whole or in part to the cargo be determined by amicable settlement or by arbitration WE HEREBY AGREE to pay, each our rateable proportion of any sum thus fixed or determined upon; and in the event of an action or suit being brought to recover for such services, WE HEREBY SEVERALLY AGREE to give bond therefor in the same manner as if the salvors had required such bond direct from us before surrendering the cargo; and WE FURTHER AGREE to pay and fully satisfy any final decree that may be rendered.

Claimant's Exhibits 5 and 6.

IN WITNESS WHEREOF, we have to these presents set our hands, in the City of New York this 9th day of August in the year of our Lord one thousand nine hundred and twenty.

Signatures	Description No. of Packages and	Amount of Invoice	Where Insured
Chas. Pfizer & Co., Inc., George A. Anderson Treasurer		Lire	
Chas. Pfizer & Co., Inc., 81 Maiden Lane, New York	335 Cks. Citrate Lime	1,735,234.60	½ interest Queen ½ interest Switzerland General Ins. Co.
	Risk No. 24622 $88400. Rate of exchange 19.75		

Claimant's Exhibit 7.

2650

New York, Aug. 10, 1920

Messrs. Rogers & Carr, Inc.,
New York.

In consideration of the delivery from the Steamer Willdomino of the following goods, viz:—

Various—as per memo.
(Canceled stamp.)

Shipped by, Consigned to—Various, as per memo.

2651

without the requirement of a deposit, we hereby guarantee to pay you all General Average, Salvage and/or Special Charges for which said goods are liable.

MARITIME INSURANCE CO., LTD.

NEWARK FIRE INSURANCE CO.
Marine Department

ROYAL INSURANCE CO., LTD.
Marine Department

2652

STAR INSURANCE CO. OF AMERICA
Marine Department

QUEEN INSURANCE CO. OF AMERICA
Marine & Transportation Dept.
J. E. Hoffman, Mgr.
per H. C. H.

Claimant's Exhibit 7.

New York, N. Y. 2653
Aug. 10, 1920.

Messrs: Rogers & Carr, Inc.
S/S Willdomino

Referring to G/A guarantee given you under date of Aug. 10th, we now hand you below list of shipments to be covered thereunder:

Shipper	Interest	Marks & Numbers
Chas. Pfizer & Co., Inc.	one-half interest in 335 casks Citrate Lime	

QUEEN INSURANCE CO. OF AMERICA 2654
Marine & Transportation Dept.
J. E. HOFFMAN
per H. C. H.

SWITZERLAND GENERAL INSURANCE CO. OF ZURICH

BERTSCHMANN & MALOY, Attorneys
53 Beaver St.

Codes--A. B. C.
Western Union
Premier 2655

New York,
August 10th, 1920

Messrs. Rodgers & Carr, Inc.,
80 Maiden Lane
New York City

Gentlemen:— Guarantee #1—S/S "Willdomino"

In consideration of the delivery without the requirement of a deposit of goods hereafter to

2656 be specified, we hereby guarantee the payment of all General Average, Salvage and/or Special Charges for which said goods are liable.

We remain,

Very truly yours,

SWITZERLAND GENERAL INSURANCE CO
BERTSCHMANN & MALOY
Attorneys.

(Canceled stamp.)
WS/OS
Shipper: Chas. Pfizer & Co., Inc.
Shipment: 335 casks Citrate Lime
2657
Switzerland's Interest—*one-half.*

Claimant's Exhibit 8.

Examined for.....Queen Insurance Company
Consigned to...Messrs. Charles Pfizer & Company
Ex.....S. S. "Willdomino"
From.....Palermo, arrived about Aug. 9th, 1920

SHIPMENT

C A 4967/5301 335 Casks Citrate of Lime.
P

2658 Being advised of damage to the above shipment we proceeded on August 10th to Pier C, Jersey City. We learned that this shipment was stowed in the No. 1 lower hold. That owing to engine trouble the steamer put into the Azores in distress.

She sailed from there on July 10th and then put into Cape Breton for coal. When she resumed her voyage she struck some obstruction and sprung a leak, filling No. 1 hold with water, making it necessary to put into Halifax in distress.

Claimant's Exhibit 8.

The above shipment was stowed in the No. 1 2659
hold and was submerged.

The Steamer sailed from Halifax to New York on August 3rd.

After arrival at New York the work of discharging her cargo of Lemons proceeded, after which the Steamer was taken to the foot of 134th Street, North River. On August 20th we visited her at that pier but found that no work was being done and we were unable to see the shipment. We again visited the Steamer on August 23rd and in company of a representative of Messrs. Pfizer & Company went aboard the 2660
Steamer and into the hold, finding the top tier clear of the water but all the remaining tiers were submerged. The top tier packages had also been submerged. The contents was thoroughly wet and had the consistency of a heavy paste.

Messrs. Pfizer & Company's representative did not consider the Citrate would have any value.

The Agents of the Steamship Company stated it was impossible to discharge the casks with the hold one-half full of water and it was impossible to get the water out of the compartment until the Steamer was placed in dry dock.

We have had samples of the Citrate drawn and 2661
have submitted these to a Chemist and are now awaiting his report as to the quantity of Citrate remaining in order to determine if it has sufficient value to warrant processing. We fear that there will be little of value, if any.

We are submitting this as a preliminary report in the matter.

.....Appraisers.

New York, September 16th, 1920
No. 3722/20

Claimant's Exhibit 9.

2662 (Post Card.)

Goldman, Sach & Co.,
60 Wall Street,
New York City.

ARRIVAL NOTICE

We beg to advise that the S. S. Willdomino has arrived and has on board shipment of Pkgs. Mdse. alleged to be for you; same is now being discharged at Pier C, Jersey City. You should enter at Customs immediately to avoid General Order charges. Please remove the mer-
2663 chandise promptly noting that all goods remain on pier at your risk and expense, and that same may be stored, also at your risk and expense, unless removed within three days after entry of steamer.

B/L No. .....
Freight £342-13-2

Yours truly,

WILLIAMS S. S. CO., INC.
44 Whitehall Street
Bowling Green 7394

2664 Rider attached to postcard.

S. S. "Willdomino".

Please call at the office of Messrs. Rodger & Carr, 80 Maiden Lane, and sign the General Average Bond, and be prepared to make a cash deposit to secure the payment of the General Average charges, if the merchandise is insured with a local company, their guarantee will be accepted in lieu of a deposit. Kindly take with you a memorandum of invoice value and marks and numbers of consignment, and name of underwriter insuring same.

Claimant's Exhibit 10.

2665

State of New York,
City and County of New York—ss.:

Victor C. Trebay, of the City of New York, being duly sworn, says that he is the Principal Clerk of the Publisher of

THE JOURNAL OF COMMERCE
AND COMMERCE BULLETIN

a daily newspaper printed and published in the City of New York, and that the Notice, of which the annexed is a printed copy, has been regularly published in the said

2666

THE JOURNAL OF COMMERCE
AND COMMERCE BULLETIN

three times as follows: August 9th 10th and 11th 1920.

VICTOR C. TREBAY.

Sworn before me this
1st day of February, 1923.

SAMUEL G. NICHOL,
Notary Public,
County of Kings.

2667

(Certificate filed in New York County.)
(Seal)

Notice—The British Steamer Willdomino, Beeby Master, from Palermo, Messina, Lisbon is discharging under general order at Pier C, Jersey City.

Consignees will call at the office of Messrs. Rodgers and Carr, 80 Maiden Lane and sign the

Claimant's Exhibit 10.

general bond, and be prepared to make a cash deposit of 10% to secure the payment of the general average charges; if the merchandise is insured with a local company, their guarantee will be accepted in lieu of a deposit. Kindly take with you a memorandum of invoice value and marks and numbers of consignment, and name of underwriter insuring same.

Consignees will then call at the office of the undersigned, pay freight and receive delivery order. Goods remaining on wharf after 5 p. m. will be stored or left on dock at risk and expense of owners thereof. All persons are hereby cautioned against harboring or trusting any of the crew, as no debts of their contracting will be paid by the captain or Williams Steamship Company, Inc., Agents, 44 Whitehall Street, New York City.

Claimant's Exhibit 11.

2671

Cut—Works and Laboratories, Borough of Brooklyn, New York.

Emile Pfizer, President
Wm. H. Erhart, Vice President
George A. Anderson, Treasurer
Franklin Black, Secretary

John Anderson
Chairman of the Board

Established 1849

Cable Address
Pfizer-New York

2672

Telephone Connections

CHAS. PFIZER & CO., INC.
Manufacturing Chemists
New York
81 Maiden Lane

The Williams S. S. Co.
44 Whitehall St.
City.

2673

81 Maiden Lane, Sept. 2nd, 1920

Dear Sirs:

Referring to shipment of 335 Casks Citrate Lime Ex. S. S. Willdomino beg to state that from samples taken from of about 40 Casks out of this shipment it appears that these goods will be a total loss due to the fact that they have been in water for so long a period, and we

Claimant's Exhibit 11.

2674 hereby notify you that we reserve the right to file claim covering this damage which we shall do as soon as the goods are out of the steamer which we understand will not be for a week or more. After a careful examination is made of the entire lot we will again take this matter up with you. We remain

Very truly yours

CHAS. PFIZER & CO., INC.
Per CHARLES P. HAFFEY

CH/C

2675 Pencilled memo

9/2/20

Spoke to Mr. Schmidt, Underwriter, and he said report of test would come through on Tuesday.

H. R. B.

2676

Claimant's Exhibit 12.

2677

Telephone
203 Hackensack

Cable Address
"Citro"

A B C 5th Edition

CITRO CHEMICAL COMPANY
of America
Chemical Manufacturers
Maywood, New Jersey

August 26, 1920.

The Williams Steamship Company, 2678
44 Whitehall Street,
New York, N. Y.

"WILDOMINO"

Gentlemen:—

There is a serious loss to our cargo of 168 casks of Citrate of Lime now aboard above steamer and we hereby lodge notice of claim upon you, her owners and charterers.

Providing the present condition of the material will warrant it, we will handle the shipment to best advantage and inform you, in due 2679 course of the final outturn and loss thereon.

Yours very truly,

CITRO CHEMICAL COMPANY,
C. J. PENGILLY
Treas.

2680 **Claimant's Exhibit 13.**

August 26th, 1920

SPECIFICATIONS
FOR
REPAIRS AND RENEWALS
TO THE
S. S. "WILLDOMINO"

These Specifications are for repairs and renewals to be effected to the Steamship "Willdomino" now lying at Tietjen & Langs, Hoboken,
2681 N. J., where she may be seen.

It is to be understood by the contractor that the repairs and renewals herein specified are to be carried out and completed in all of the details connected therewith and that the workmanship and material must be of the best quality throughout and the materials must be of the size, etc., of those originally in the vessel, and that the repairs must in every respect be made under the supervision and to the satisfaction of the Owners, their representative and the Classification Surveyors, and all according to good steam-
2682 ship practice.

It is further to be understood by the contractor that all materials requiring a test shall be tested in accordance with the rules of the Classification and all charges and costs for tests inspection, etc. must be borne by the contractor.

If any dispute or difference shall arise relating to or concerning these specifications or anything arising out of this contract or relating to any claim for extra work, or as to the quality of the material furnished or to the workman-

ship, such dispute or difference shall be left to the Surveyors, whose decision shall be binding on all parties. 2683

Should the contractor require the removal of any parts of the vessel or her fittings or her engines, boilers or their fittings, or of any coals, or stores or outfit, the same is to be done by him and all such removals must be subsequently replaced and any damage resulting therefrom is to be made good by the contractor and at his expense, and should the contractor require the removal of ashes or dirt, he shall remove the same from the vessel and at his expense.

All unused old material to become the property of the contractor. 2684

The contractor is to have the privilege of fairing the plates in place which are provided to be removed and faired, if the same can be done to the satisfaction of the Owner's representative and all others concerned but not otherwise.

The contractor is to fully protect the ship and the owners against all claim for injury to workmen while the vessel is undergoing repairs.

Tenders to be given in a lump sum for all the work specified or implied, the lump sum to include the cost of all dry dock rent, wharfage charges, charges for night and day watchmen, shoring or moving of the vessel by the repairer at their works, also the cost of transporting the vessel from where she now lies to the works of the successful contractor and back to a wharf in the port of New York, to be selected by the owners, including pilotages, towages and all expenses connected therewith. 2685

The lump sum is also to include all charges and costs for water for the boilers while the vessel is undergoing repairs and all charges and

Claimant's Exhibit 13.

2686 costs for materials, labor, tools, machinery and all other items or appliances which may be required in the carrying out of this contract.

Tenders must specify the time to complete the repairs as set forth in these specifications in continuous running days; the contractors' time and liability to commence immediately upon the acceptance of his tender and to cease when the repairs and replacements are completed and he has removed all his equipments, tools, and appliances, and all dirt, etc. from the vessel and handed the vessel over to the owners, ready
2687 for sea, compasses adjusted.

Should the contractor exceed the time agreed on in his contract for carrying out the repairs, renewals, replacements, etc. specified or implied, demurrage is to be paid by him at the rate of $500.00 for each and every day in excess of the time named for the completion of this contract.

Tenders must be handed to Mr. G. T. Williams, President, Williams Steamship Company, 44 Whitehall Street, New York, at 3 P. M. on Friday, August 27th, 1920, when they will be opened.

The owners reserve the right to reject any or
2688 all tenders.

Tenders to be drawn in the following form:

"I (or we) hereby agree to faithfully carry out and complete all the repairs, renewals and replacements to the Steamship "WILDOMINO" as set forth in these specifications under date of August 26th, 1920, and to abide by all the conditions expressed or implied therein,

Claimant's Exhibit 13.

Specification #1 for the sum of $..... and ..... days
Specification #2 for the sum of $..... and ..... days
Specification #3 for the sum of $..... and ..... days

2689

Fletchers

1	$63,980—30 days
2	18,000—30 "
3	8,000—30 "

T&L

1	$37,000—30 days
2	24,000—30 "
3	2,930—18 "

2690

August 26th, 1920

STEAMSHIP "WILDOMINO"
DETAIL OF WORK
SPECIFICATION NUMBER ONE

The lower portion of the stem from the scarph down to be removed and a new stem of similar size and material to be supplied, machined and fitted to place.

2691

SHELL PLATING

KEEL STRAKE

Plates Nos. 1 and 2 to be renewed.

STARBOARD SIDE

The forefoot plate to be renewed.
A Strake—Plates Nos. 1 and 2 to be renewed.
C Strake—Plates Nos. 1 and 2 to be renewed.

2692 Plate No. 3 to be removed, faired and refitted to place.

D Strake—Plate No. 1 to be faired in place.

E Strake—Plate No. 1 to be removed, faired and refitted to place.

PORT SIDE

The forefoot plate to be renewed.

A Strake—Plates Nos. 1 and 2 to be renewed.

C Strake—Plates Nos. 1, 2 and 3 to be renewed.

D Strake—Plate No. 1 to be removed, faired and refitted to place.

2693 E Strake—Plate No. 1 to be removed, faired and refitted to place.

Plate No. 2 to be faired in place.

The center keelson plates and angles in way of the damage to be renewed.

About eleven frames and reverse frames on the port and starboard sides to be renewed for their entire length.

The bounding angles for the forepeak bulkhead on the port and starboard sides to be renewed for their entire length.

About eleven floors, angles, clips, etc. in way of the damage to be renewed complete.

2694 One floor and angles for same to be removed, faired and refitted to place.

The channel stanchions, panting beams, intercostal plates, brackets, angles, clips, etc. in way of the damage where badly bent or broken to be renewed and where bent to be removed, faired and refitted to place or faired in place.

The two lower stringers and the breast hooks in the forepeak to be partly renewed.

The drain plugs and connections for same in the forepeak to be renewed.

Claimant's Exhibit 13.

The sounding pipes, suction pipes, etc. in the forepeak and the forward end of No. 1 hold to be repaired with part new material. 2695

The wood casings in way of the above to be renewed.

The lower portion of the fore and aft bulkhead, together with the angles for same in the forepeak tank to be renewed.

The lower plate for the forepeak bulkhead to be renewed.

The second and third strakes of plating from the bottom in the forepeak bulkhead to be removed, faired and refitted to place and the fourth strake of plating there to be faired in place. 2696

Two channel iron stiffeners for the forepeak bulkhead to be faired in place and four stiffeners to be cut, the damaged portions to be renewed and secured to the remaining portion of the stiffeners with backing bars.

Three tank top plates at the forward end of No. 1 hold to be renewed.

One margin plate on the port side and one on the starboard side at the forward end of No. 1 hold to be renewed complete with angles, etc.

One bilge bracket on the port side and one on the starboard side at the forward end of No. 1 hold, together with the angles, clips, etc. for same to be removed, faired and refitted to place. 2697

The riveting and caulking in way of the forepeak bulkhead to be overhauled and made tight.

Any defective riveting there to be renewed.

All broken and disturbed cement to be renewed.

The ceiling and limber boards in No. 1 hold to be removed, the tank tops and bilges there to be thoroughly cleaned and recoated as originally and the ceiling and limber boards to be renewed and laid.

Claimant's Exhibit 13.

All missing and broken cargo battens in No. 1 hold to be renewed.

All iron work in No. 1 hold, including the ship's sides, bulkheads, under side of deck and cargo battens, to be thoroughly cleaned and recoated with two coats of approved paint.

No. 1 tank to be thoroughly cleaned and coated with two coats of cement wash.

The forepeak tank to be thoroughly cleaned and coated with two coats of cement wash.

Upon completion of repairs the forepeak tank and No. 1 double bottom tank to be tested and proven tight.

All new and repaired work to be painted as originally.

No. 3 keel plate and one plate in F and G strakes on the starboard side and any other parts removed in order to effect the above repairs to be replaced in good order as before and any parts damaged in the removal to be renewed.

The vessel to be properly shored while effecting repairs.

The temporary shoring in way of the bulkhead between Nos. 1 and 2 holds to be removed.

The ballast pump to be opened up for examination, the suction and delivery valves for same to be renewed and the pump to be thoroughly overhauled and put in good working order.

The necessary dry docking in order to effect the above repairs.

SPECIFICATION NUMBER TWO.

The condensate pump to be thoroughly overhauled, repaired and put in good working order.

The H. P. and L. P. turbines complete to be removed from the vessel.

Claimant's Exhibit 13.

H. P. TURBINE 2701

The rotor and stationary blading to be renewed where broken or missing and repaired where started or bent.

The bearings for the motor to be remetaled and fitted to place.

One set of thrust pads to be renewed and fitted to place.

The thrust collars to be reground.

The oiling arrangement for the H. P. turbine to be cleaned, repaired and proven in order.

L. P TURBINE 2702

The rotor blading and stationary blading where broken or missing to be renewed and where bent or started to be repaired.

The bearings for the rotor to be remetaled and fitted to place.

Two sets of thrust pads to be renewed and fitted to place

The thrust collars to be reground.

The oiling arrangement for the L. P. turbine to be thoroughly cleaned, repaired and proven in order.

The bearings for the main shaft to be remetaled and fitted to place. 2703

The go-ahead thrust pads for the main shaft to be remetaled.

The thrust collars for the main shaft to be reground on the go-ahead side.

The high speed pinion bearings to be remetaled and fitted to place.

The labyrinth packing for the high pressure turbine to be renewed and fitted to place.

Upon the completion of the above repairs the clearances for the turbines, etc. to be checked to

the satisfaction of the owners' representative and the Classification surveyor.

The casings for the turbines and gears upon completion of repairs, to be lowered to place and connected up complete as before in alignment.

The two expansion joints between the H. P. and L. P. turbines to be renewed with Parsons' Standard Expansion Joints and fitted to place.

Upon the completion of the repairs the high pressure and low pressure turbines to be given a 25% overspeed test in the shop and if found in order the turbines to be replaced in the vessel and connected up complete as before, and the propeller and machinery then to be given a thorough dock trial and proven in order.

All parts removed in order to effect the above repairs such as engine room skylight, gratings, piping, etc. to be replaced in good order as before.

All damaged or disturbed pipe covering, lagging, etc. to be renewed.

SPECIFICATION NUMBER THREE

The turbine gears to be lifted, all started riveting for the gear foundation to be cut out and renewed and the gears to be lowered to place, realigned and connected up complete as before.

Claimant's Exhibit 14.

2707

SHERER BROTHERS
Analytical and Consulting Chemists
122 Front St., New York
335 Walnut St., Phila.

New York, Sept. 2, 1920.

CERTIFICATE OF ANALYSIS.

Mr. F. C. Rodman

The samples of Citrate of Lime
Marked as below 2708
Contains as follows:

	Citric Acid
B. L. K.	40.7%
Centre	36.9 "
Surface (Smells fermenting)	33.7 "
N/M (" burnt)	38.7 "
	150.0 "
	Average 37.5 "

Respectfully,

SHERER BROS. 2709
(Seal)

Claimant's Exhibit 15.

2710

LOSS REPORTED: Aug. 2, 1920.

Italy, arrived Aug. 7, 1920.

SURVEY NO. 2
CONVEYANCE: S. S. "WILLDOMINO"
MERCHANDISE: Citrate of Lime
ASSURED: Citro Chemical Co.
NATURE OF LOSS: See Below

SHIPMENT

2711 C A C 5899/6066—168 Casks Citrate of Lime

The steamer "Willdomino" while enroute from Italian ports to New York struck on a rock off Canso and as a result the No. 1 Lower Hold was reported to have been flooded.

It is reported that she then proceeded to Halifax, where measures were applied to permit of the vessel proceeding on the voyage to New York to where she was towed and arrived on August 7th.

When the steamer was berthed at Pier C, Jersey City, on August 9th, I proceeded to the pier, when I found that the hatch covers were on the
2712 No. 1 Hold and that it was intended to discharge only the cargo of lemons at this pier.

Again on August 11th, and 17th, I proceeded to the steamer finding that the No. 1 Hold in which the cask was said to be stowed was not being discharged and that the casks of the above shipment were not accessible.

Subsequently on August 24th, the vessel having been removed to the Pier ft. 135 and North River, I proceeded to that pier and found that the cargo of corkwood was being removed from

the No. 1 Lower Hold, which permitted my examination of the casks, all of which had evidently been submerged in seawater and contents had become heavily wet, caked and discolored. At this time I wrote the General Average Adjusters recommending special care in the discharge of the casks in order to avoid breakage of staves with consequent scattering about of their contents. After which I awaited word as to when to discharge of the casks would be completed when a more detailed examination could be made of the casks in company of the consignees. 2713

I had, in the meantime, requested consignees to lodge notice of claim in writing with the steamship agents, and also suggested they take the necessary steps in order to obtain relief of duty in proportion of the damage sustained. 2714

The casks were not discharged at New York, but were left in stowage and the steamer was then placed in drydock, presumely to have the damaged hull surveyed for repairs and on August 28th, I proceeded to the Tietjen & Lange Drydock at Hoboken, where I found a number of casks had been removed from the Lower Hold and set on the open deck, number of which had staves broken or head staves forced out. I then drew representative samples of the casks which samples I submitted to Messrs. Sherer Bros. Analytical Chemists to have them determine the citric acid contents remaining in the material; the chemist's subsequent report as follows: 2715

	Citric Acid
Bulk	40.7%
Centre	36.9%
Surface	33.7%
Bored from Casks	38.7%

Claimant's Exhibit 15.

2716 On the above basis the average test was about 37.5% citric acid.

Upon communicating with the said chemical company they informed me they were not equipped to handle all of the damaged casks at once and in view of the consequent delay to which the measure part of the casks may be subjected while awaiting to be processed, they were of the opinion that the citrate would continue to ferment and thus continually lose more of the citrate acid contents and for that reason alone they were inclined to consider the situation hopeless.

2717 Further samples subsequently were drawn by Messrs. Koehler Kemp & Koehler, Surveyors appointed by the General Average Adjuster, analized from 26.3 to 42.8 or an average of 33%, which our assured and also Charles Pfizer & Co., the consignees of 335 casks citrate of lime in similar damaged condition, stated that the 33% was too low to warrant the expense of working material.

These tests were submitted to our Philadelphia Office and in turn to Messrs. Powers-Weightman-Rosengarten Co., who also process citrate of lime, and who stated that the cost of extracting the citric acid would be considerably more than the
2718 final value of the citric acid obtained and that the material in its damaged condition was absolutely worthless for any other purpose.

As assured considered the shipment worthless I endeavored to obtain a possible purchaser for the casks and after a short while I finally found a prospect of a buyer with whom I proceeded to the drydock when samples were drawn by him and after several days he made an offer of $2.25 per cask, which offer was so low that I naturally

Claimant's Exhibit 15.

rejected it as it would not pay the duty on the shipment. 2719

This was the only offer that I could obtain and, after further consideration, it was finally decided to consider the shipment a total loss so far as underwriters were concerned, I believe the casks were sold by the Williams Steamship Co., to the buyer, whom I had interested in the above casks.

F. C. RODMAN,
Cargo Surveyor.

New York, December 29th, 1920. 2720

Charge	$150.00
Sherer Bros.	44.00
Wm. Miller & Son	6.10
Total	$200.10

2721

2722 **Claimant's Exhibit 16.**

MEMORANDUM.

INSURANCE COMPANY OF AMERICA.

From

PLATT, FULLER & CO.,
Managers,
27 William Street.

To RODGERS & CARR

New York, Aug. 10, 1920

2723 Dear Sirs:

GENERAL AVERAGE GUARANTEE NO. 148

In consideration of the delivery from the S. S. "Wildomino" of all goods insured by us, hereafter to be specified, without requirement of a deposit, we hereby guarantee the payment of all General Average Salvage and/or Special Charges for which said goods are liable.

Very truly yours,

PLATT, FULLER & CO., Mgrs.

2724 By A. KENNEDY.

(Canceled stamp.)

Claimant's Exhibit 16.

2725

MEMORANDUM.

INSURANCE COMPANY OF NORTH AMERICA.
From
PLATT & FARNUM,
Managers,
27 William Street.

To RODGERS & CARR

New York, Aug. 10, 1920

Dear Sirs:—

2726

S. S. WILDOMINO

Referring to our General Average Guarantee No. 148 by the above named steamer, we beg to advise you that among the cargo insured by us are the following:—

Citro Chemical Co. 168 Casks Citrate of Lime
C.A.C.
5899/6066

PLATT, FULLER & CO., Mgrs.
By A. KENNEDY.

M-5

2727

2728

Part of Claimant's Exhibit 16.

(PHOTOSTAT)

2729

2730

RODGERS & CARR, Inc., Average Adjusters, 80 Maiden Lane, New York.

Average Agreement

Whereas, the Steamship "WILLDOMINO"

whereof J Beeby *was Master, having on board a cargo of merchandise, sailed from the port of* **Palermo and Messina** *during the month of* **June** *last, bound for* **New York via Lisbon** *and in the due prosecution of her said voyage, it is alleged, that* **the machinery became disabled and she put into the Azores, repairs were made and the vessel resumed her voyage, but subsequently put into Sydney. After leaving there she struck a rock off Cape Canso which necessitated putting into Halifax where repairs were effected and the voyage resumed.**

And whereas by reason of the occurrences of the voyage, certain losses and expenses have been incurred, and other losses and expenses hereafter may be incurred, which may constitute a general average, to be apportioned on the said Vessel, her earnings as Freight and her Cargo, and other losses and expenses have been and may be incurred, which apply to and may be due from specific interests; Now in consideration of the premises, we, the subscribers, owners, shippers or consignees (or agents or attorneys of certain owners, shippers, or consignees) of said Vessel, her earnings as Freight, or her Cargo, do hereby for ourselves personally, and our principals and executors and administrators, severally and respectively, but not jointly, or one for the other, covenant and agree to and with

Convoy Steamship Company, Ltd.

and or Rodgers & Carr, Inc., as Trustees for all concerned, that all losses and expenses aforesaid, which shall be made to appear to be due from us or our principals, or from any firm of which we are or have been copartners, either as owners, shippers or consignees, shall be paid by us respectively, according to the part or share in the said Vessel, her earnings as Freight, or her Cargo, which shall belong to us or shall belong to or be consigned to any person or persons for whom we are agents or attorneys, or with whom we are or have been partners or in which we are or have been in any manner concerned, provided that such losses and expenses shall be stated and apportioned by Rodgers & Carr, Inc., Average Adjusters, in accordance with the **established usages and laws** *in similar cases. And we do further bind ourselves to furnish promptly, on request of said Adjusters, all such information and documents as they may require from us to make said adjustment. This agreement may be executed in several parts of like tenor and date, the whole of which are to constitute but one agreement, with the same effect as if each of said parts were severally signed by us.*

Should the value of the services rendered in whole or in part to the cargo be determined by amicable settlement, or by arbitration, WE HEREBY AGREE to pay each our ratable proportion of any sum thus fixed or determined upon; and in the event of an action or suit being brought to recover for such services, WE HEREBY SEVERALLY AGREE to give bond therefor in the same manner as if the salvors had required such bond direct from us before surrendering the cargo; and WE FURTHER AGREE to pay and fully satisfy any final decree that may be rendered.

In Witness Whereof *we have to these presents set our hands, in the City of* Maywood N.J. *this* twelfth *day of* *in the year of our Lord one thousand nine hundred* and twenty.

SIGNATURES	No. of Packages and Description	Amount of Invoice	WHERE INSURED
C.A.C. #5899-6066	168 Casks Cetrate of Lime	$5063.93	In New York Fire Butchmans Mutual. In C.A.C. Abroad
CITRO CHEMICAL CO. W.W. White Secy. & Gen. Mgr. Maywood. N.J.			
G. Allegrezza	50 Bxes Lemons	$50	
S. Vitale & Co. 1052-60-Street Brooklyn New York Dist 13.	180 Lemon	$150	
Frank D'Auri 326 Washington St city	698 Bx of Lemons	$600.00	
Lemoli invoice	Petrotto Verdelli primessimo 300 — 210 360 — 40 250 cases Lemon		
240 Nelson St. Brooklyn N.Y.	Mezzaluna Verdelli prima 300 — 153 360 — 97 250 cases Lemon		Abroad
	N.Y. 1892-M-14		

Claimant's Exhibit 17.

2731

(Copy)

SAARBACH LABORATORIES, INC.
Analytical and Consulting Chemists
114 Pearl Street

Telephone Bowling Green 0779

New York, September 2nd, 1920.

No. 11375/78.

CERTIFICATE OF ANALYSIS.

For Messrs. Sherer Brothers, New York City. 2732

We have examined the 4 samples of CITRATE of LIME marked as stated below and find the following result:

MARK OF SAMPLES:	Real Citric Acid
1.	40.7%
2.	36.9 "
3.	33.7 " ; smells fermenting
4.	38.7 " ; " burnt

September 17th, 1920.

KOEHLER, KEMP & KOEHLER.

2733

10 samples of CITRATE of LIME

	Real Citric Acid.
1.	38.2%
2.	30.9 "
3.	29.4 "
4.	29.6 "
5.	33.9 "
6.	34.4 "
7.	26.3 "
8.	32.4 "
9.	34.7 "
10.	41.8 "

Claimant's Exhibit 18.

2734

REFERENCE INDORSEMENT.

UNITED STATES CUSTOMS SERVICE.
Collection District No. 10, Port of New York.
The within copy of Department letter is referred to you for your information and guidance.

Respectfully,

BYRON R. NEWTON
Collector.
5th Division.

5500/700/109052

2735 Leonhardt & Brush
29 Broadway
Box 193

TREASURY DEPARTMENT
WASHINGTON

January 19, 1921.

The Collector of Customs,
New York, N. Y.

Sir:

2736 The Department refers to your letter of the 24th ultimo, transmitting entries Nos. D-16797 and D-17044, filed at your port on July 14, 1920 and August 9, 1920, respectively, by the Citro Chemical Company and Chas. Pfizer & Company, Inc., covering importations of citrate of lime.

It is alleged by the importers that an accident to the importing vessel during the course of the voyage resulted in the merchandise being saturated with sea-water and rendered practically unfit for commercial use as citrate of lime; and

that they were unable to secure definite information concerning the condition of the vessel and its cargo in time to permit of the filing of timely abandonment notices under paragraph X, of Section III of the tariff act. It appears that a notice of abandonment was filed with respect to entry D-16797 but not within the statutory period. 2737

You report that the total entered value of the two shipments is $143,945.00; that on appraisement the merchandise in question was returned as entered at 1 cent per pound under paragraph 41 of the tariff act, the appraiser reporting that the same was damaged, "saturated with sea-water"; and that in a supplemental report the appraiser states that the shipments were saturated with sea-water and unsuitable for commercial use in the condition as received, without reconditioning, and that both shipments have been sold for $2500. 2738

You submit the question in view of the great difference between the entered value of the merchandise and its value in its imported condition, whether in liquidation of the entries the deposit duties amounting to $6675.62 should be refunded on the ground of non-importation.

The Department is of the opinion that the facts do not bring the shipments within the legal meaning of a non-importation, as it is not shown that the citrate of lime was rendered utterly worthless as merchandise by reason of the casualty, but rather that its usefulness as a commercial commodity in its condition as imported without reconditioning was lost; and the fact that a purchaser was found although the price paid by him was greatly less than the value of the merchandise as entered, would sustain the conclu- 2739

2740 sion that the case is one of damage rather than of non-importation, the merchandise having become greatly depreciated in value but not wholly destroyed.

For the foregoing reasons, and for the further reason that no notice of abandonment was filed as to either shipment within the time and in the manner prescribed by paragraph X, Section III of the tariff act, the Department is without authority to grant relief from the payment of the duties on the basis of the entered value.

The papers are herewith returned.

2741 Respectfully,

GEO. W. ASHWORTH
Chief, Division of Customs.

2742

Claimant's Exhibit 19.

2743

JUNE 13, 1920.

WILLDOMINO VIA NEAPOSPERONE RADIO WILSHIPCO NY

PROCEEDING GIBRALTAR FOUR HUNDRED AND FIFTY BUNKERS.

CAPTAIN

2744

2745

2746

Claimant's Exhibit A.

(PHOTOSTAT)

2747

2748

Claimants Ex. A

Claimants Ex. A
(Back)

FRATELLI BONANNO

(ESTABLISHED 1848)
STEAM SHIP AGENTS & BROKERS.
COAL IMPORTERS.
MESSINA

Agencies at all Sicilian Places.

Telegrams: "BONANNO"

C A
P
4864/5301
Ford. Baller & C.
MESSINA

Said to be marked as per margin
It is specially stipulated that no claim
is to be entertained against the shipper or receiver
for any loss arising from difference in
marks numbers or contents

FREIGHT
60/- p/100 Rs
L. 684. 2. 1

Primage
FREIGHT TO BE PAID L. 684. 2. 1
Charges
% Premium
Total L.

Claimants Ex. A

Claimants Ex. A

SHIPPED by, or received for shipment, in apparent good order and condition from Ferd. Baller & C. Oct 2/20
to be transported by the good Steamship Wilhelmina Captain
to NEW YORK with liberty to call at **Intermediate Ports** or any port or ports in or out of the customary route in any order, to receive and discharge coal, cargo, passengers, and for any other purposes, and if failing shipment by her, then the goods to be shipped by the following steamship or any other of the same line.

(335) Three hundred Thirty Five Casks Citrate of Lime L 228035
28/1/21

said to be marked and numbered as above, weight, measure, quality, contents and value although mentioned in the Bill of Lading, to be considered as unknown to the Master, unless expressly recognised and agreed to the contrary, and to be delivered in like good order and condition, within the jurisdiction of the Custom-House of the aforesaid port of NEW YORK unto Messrs. Chas. Pfizer & Co. Inc.

or to his or their assign, freight on the goods and charges as per margin NEW-YORK ship lost or not lost

General Average payable according to York and Antwerp Rules 1890.

IT IS MUTUALLY AGREED AS FOLLOWS: FIRST: The Ship and Carrier shall not be liable for loss or damage occasioned by the perils of the sea or other waters, by fire from any cause wheresoever occuring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of princes, rulers or people, by explosion, bursting of boilers, of breakage of shafts, or any latent defect in hull, machinery or appurtenances, **or unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners, have exercised due diligence to make the vessel seaworthy**, by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot mariners, or other servants of the shipowner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust, sweat, change of character, shrinkage, leakage, breakage nor for any loss damage arising from the nature of the goods or the insufficiency of the packages; nor for any countrydamages; nor for the obliteration, errors, insufficiency or absence of marks or numbers, address or description; nor for risk of craft, hulk and transhipment; nor for any loss or damage caused by the prolongation of the voyage; nor for any loss or damage occasioned by causes beyond his control. Fault of **master and crew in the navigation or management of the ship will not liberate the consignees from contributing their proportion in General Average.**

SECOND: The ship shall have liberty to sail without pilots; to tow and assist vessels in distress; to deviate for the purpose of saving life or property. That the Carrier shall have liberty to convey goods in lighters to and from the ship at the risk of the goods and in case the Ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to transship the goods to their destination by another vessel.

THIRD: The value of package receipted for as above does not exceed the sum of One Hundred Dollars, unless otherwise stated herein, on which basis the rate of freight is adjusted. Neither Ship nor Carrier hall be liable for gold, silver, bullion, specie documents, jewelry, works of art, silks, furs, timepieces, porcelain, or other highly valuable articles, unless notice of true character and value thereof is given and same is entered in the bill of lading.

FOURTH: Shippers shall be liable for any loss or damage to Ship or Cargo Caused by inflammable, explosive or other dangerous goods, shipped without full disclosure of their nature whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed at any time without compensation.

FIFTH: The Carrier shall have a lien on the goods for all fines or damages whicht the Ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking of packages or description of their weight or contents.

SIXTH: Goods once received for shipment cannot be taken away by the shipper except upon payment of the full freight, damages and expenses sustained by the Ship or Cargo through such taking away.

SEVENTH: In case Ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the goods into any depot or lazaretto, and such a discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon. **In case of blockade or Interdict of the port of discharge or if without such blockade or interdict** the entering of or discharging inthe port shall be considered by the master unsafe by reason of war or disturbance, or ice, or from any other cause, the master may land the goods at any other port which he may consider safe at the expense and risk of the owner of the goods. The master to have the right of accomplishing this bill of lading at any other port which he may consider safe.

EIGHTH: **The ship has liberty of filling up and or bunkering at any port or ports in or out of the way.**

NINTH: Full freight is due on damaged goods and on goods diminished by leakage, but no freight is due on any increase in bulk or weight caused by the absorption of water during the voyage.

TENTH: The carrier shall have a lien on all goods for payment of freight and charges, including dead freight, demurrage, forwarding, charges, charges for carriage to port of transhipment and the said damages and expenses mentioned in ¶ 5 and ¶ 7, and for General Average claims, and, if on sale of goods at destination for freight and charges the proceeds, less duty, fail to cover such freight and charges, the Carrier shall be entitled to recover such difference from the Shipper.

ELEVENTH: In the event of claims for loss, damage or short delivery the same shall be adjusted on the basis of the invoice value of the entire shipment adding expenses necessarily incurred.

TWELFTH: Freight and charges to be paid immediately on the landing of the goods, without any allowance, credit or discount sterling freight payable at short rate of Exchange on London quoted at noon on the day of the Ship's arrival, or, if a holiday, on the preceding day Prepaid Freight cannot be reclaimed, Ship or Goods lost or not lost.

THIRTEENTH: Goods to be taken from the Ship by the Consignees directly they come to and in discharging the Ship, and the Carrier's responsibility to cease, package by package, immediately the goods leave Ship's deck or tackle. If not taken from alongside by Consignees, they will be landed and deposited at the expense of the Consignees, and at his risk of fire, loss or injury on the dock, or in craft the Collector of the Port being hereby authorized to grant a general Order for the discharge immediatily after the entry of the ship.

FOURTEENTH: Parcels for different Consignees, collected | made up in single packages, addressed to one party for delivery on examination by the Customs, be charged with the proper fre on each parcel.

AND FINALLY: In accepting this bill of lading, the Ship, Owner and Consignee of goods agree to be bound by all its stipulations, exceptions, and conditions, whether printed or written, as fully as if they were all signed by such Shipper, Owner or Consignee.

IN WITNESS WHEREOF the Master or Agent of the said ship has affirmed to Bill of Lading, all of this tenor, and date, one of which being accomplished the others to stand void.

Filling up, only in part on the way Westwards of Naples

Dated in MESSINA the 10 day of June 1920

For the Master

Chas Pfizer & Co., Inc.
Treasurer

Claimants Ex..B

FELLI BONANNO

(ESTABLISHED 1848)

STEAM SHIP AGENTS & BROKERS,

COAL IMPORTERS.

MESSINA

Agencies at all Sicilian Places.

Telegrams: "BONANNO"

C A

C

5899/6066

Fwd. Baller & C.

MESSINA

Said to be marked as per margin.
It is specially stipulated that no claim is to be made upon the shipper or receiver for any loss arising from difference between marks numbers or contents

FREIGHT

60/- p/100 Rs-

L. 342. 13. 2

Primage

FREIGHT TO BE PAID

L 342. 13. 2

Charges

Previous

TOTAL L.

SHIPPED by, or receveid for shipment, in apparent good order and condition from Jno. Baller & C.

to be transported by the good Steamship Volturno Captain

to NEW YORK with liberty to call at Intermediate Ports or any port or ports in or out of the customary route in any order, to receive and discharge coal, cargo, passengers, and for any other purposes, and if failing shipment by her, then the goods to be shipped by the following steamship or any other of the same line.

Claimant's Exhibit B
Affidavit of Facts

(168) One hundred Sixty Eight Casks Citrate of Lime K 116230

said to be marked and numbered as above, weight, measure, quality, contents and value although mentioned in the bill of Lading, to be considered as unknown to the Master, unless expressly recognized and agreed to the contrary, and to be delivered in like good order as condition, within the jurisdiction of the Custom-House of the aforesaid port of NEW YORK unto Messrs. Goldman, Sachs & Co

or to his or their assign, freight as the goods and charges as per margin NEW-YORK ship lost or not lost

General Average payable according to York and Antwerp Rules 1890.

IT IS MUTUALLY AGREED AS FOLLOWS: FIRST: The Ship and arrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters, by fire from any cause wheresoever occuring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of princes, rulers or people, by explosion, bursting of boilers, of breakage of shafts, or any latent defect in hull, machinery or appurtenances, or unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners have exercised due diligence to make the vessel seaworthy, by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot masters, mariners, or other servants of the shipowner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust, sweat, change of character, shrinkage, leakage, breakage nor for any loss or damages arising from the nature of the goods or the insufficiency of the packages, nor for any consequentdamages, nor for the obliteration, errors, insufficiency or absence of marks or numbers, addressor description; nor for risk of craft, hulk and transhipment; nor for any loss or damage caused by the protongation of the voyage; nor for any loss or damage occasioned by causes beyond his control. Fault of master and crew in the navigation or management of the ship will not liberate the consignees from contributing their proportion in General Average.

SECOND: The ship shall have liberty to sail without pilots; to tow and assist vessels in distress; to deviate for the purpose of saving life or property. That the Carrier shall have liberty to convey goods in lighters to and from the ship at the risk of the goods and in case the Ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to transhp the goods to their destination by another vessel.

THIRD: The value of package receipted for as above does not exceed the sum of One Hundred Dollars, unless otherwise stated herein, on which basis the rate of freight is adjusted. Neither Ship nor Carrier hall be liable for gold, silver, bullion, specie documents, jewelry, works of art silks, furs, timepieces, porcelain, or other highly valuable articles, unless notice of true character and value thereof is given and same is entered in the bill of lading.

FOURTH: Shippers shall be liable for any loss or damage to ship or Cargo caused by inflammable, explosive or other dangerous goods, shipped without full disclosure of their nature whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed at any time without compensation.

FIFTH: The Carrier shall have a lien on the goods for all loss or damages which the Ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking of packages or description of their weight or contents.

SIXTH: Goods once received for shipment cannot be taken away by the shipper except upon payment of the full freight, damages and expenses sustained by the Ship or Cargo through such taking away.

SEVENTH: In case Ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the goods into any depot or lazaretto, and such a discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon. In case of blockade or Interdict of the port of discharge or if without such blockade or interdict the entering of or discharging inthe port shall be considered by the master unsafe by reason of war or disturbance, of ice, or from any other cause, the master may land the goods at any other port which he may consider safe at the expense and risk of the owner of the goods. The master to have the right of accomplishing this bill of lading at any other port which he may consider safe.

EIGHTH: The ship has liberty of filling up and or bunkering at any port of ports in or out of the way.

NINTH: Full freight is due on damaged goods and on goods diminished by leakage, but no freight is due on any increase in bulk or weight caused by the absorbtion of water during the voyage.

TENTH: The carrier shall have a lien on all goods for payment of freight and charges, including dead freight, demurrage, forwarding, charges, charges for carriage to port of transhipment and the fines, damages and expenses mentioned in § 5 and § 7, and for General average claims, and, if on sale of goods at destination for freight and charges the proceeds, less duty, fail to cover such freight and charges, the Carrier shall be entitled to recover such difference from the shippers.

ELEVENTH: In the event of claims for loss, damage or short delivery the value shall be adjusted on the basis of the invoice value of the entire shipment adding expenses necessarily incurred.

TWELFTH: Freight and charges to be paid immediately on the landing of the goods, without any allowance, credit or discount sterling freight payable at current rate of Exchange on London quoted at noon on the day of the Ship's arrival, or, if a holiday, on the preceding day prepaid Freight cannot be reclaimed, Ship or Goods lost or not lost.

THIRTEENTH: Goods to be taken from the Ship by the Consignees directly they come up and in discharging the ship, and the Carrier's responsibility to cease, package by package, immediately the goods leave Ship's deck or tackle. If not taken from alongside by Consignees, they will be landed and deposited at the expense of the Consignee, and at his risk of fire, loss or injury on the dock, or in craft the Collector of the Port being hereby authorised to grant a general order for the discharge immediatidly after the entry of the ship.

FOURTEENTH: Parcels for different Consignees, collected and made up in single packages, addressed to one party for delivery in America, for the purpose of evading payment of parcel freight, will, upon examination by the Customs, be charged with the proper freight on each parcel.

AND FINALLY: In accepting this Bill of Lading, the Shipper, Owner and Consignee of goods agree to be bound by all its stipulations, exceptions, and conditions, whether written or printed, as fully as if they were all signed by such Shipper, Owner or Consignee.

IN WITNESS WHEREOF the Master or Agent of the said Ship has affirmed to three Bill of Lading, all of this tenor, and date, one, of wich being accomplished the other to stand void.

Filling up only in ports on the way Westwards of Newyork

Dated in MESSINA the 10 day of June 1920

For the Master

Claimants Ex. B
(Back)

DELIVER TO Goldman Sachs & Co.

per pro GOLDMAN SACHS & CO.

Claimant's Exhibit B.

2749

(PHOTOSTAT)

2750

2751

Claimant's Exhibit C.

2752

LLOYD'S REGISTER OF SHIPPING.

Port NEW YORK

January 11, 1920.

This is to Certify that I have Surveyed the Steel Screw Steamer "WILLDOMINO" ex "War Convoy" 5755 tons gross register of Halifax, N. S. and that I have transmitted to the Committee of Lloyd's Register of Shipping, London, a Report, stating that all repairs recommended by me have been completed to my satisfaction, and that I
2753 have Recommended that she be continued as classed *100A1 without fresh record of survey subject to minor damage repairs being effected at Owners' convenience, being fit to carry dry and perishable cargoes.

H. W. WILKINSON,
Surveyor to Lloyd's Register.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that—

"While the Committee use their best endeavours
2754 to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any Circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the society or its Surveyors, or in any entry in the Register Book or publication of the Society, or for any error of judgment default or negligence of the Surveyors or other Officers, or Agents of the Society."

Claimants Exhibit D

Expenses for winchmen etc. at "Hill Rooming"

8 winchmen	1 day each @ 25/-	Lst.	200.-
8 — " —	4 hours overt. = 32 hours @ 3.50	"	112.-
8 Tallyclerks	1 day each @ 27.50	"	220.-
8 — " —	4 hours overt = 32 hours @ 3.50	"	112.-
65 labourers	4 hours overtime = 260 — " —	"	910.-
1 winchmen	1 day each @ 25/-	"	100.-
1 Tallyclerks	" " " @ 27.50	"	110.-
1800 pieces wood	@ 0.35	"	630.-
		Lst.	2394.-

(Fumaroge Hill)

Messina 11th June 1920

56

"Willelmina"
Messina
June 11th 1920

Messrs Instalti Bonanno.
Dear Sirs

Please pay hours as follows

June 10th 1920
Eight Winchmen } One day and Four hours
Eight Tally Clerks } " " " "
Sixty five labourers } Four hours overtime

June 11th
4 Winchmen } One day
4 Tally Clerks }

Also pay for 1800 Eighteen hundred pieces wood for repairing cranes

H. Abbey
Bosley
Master

Claimant's Exhibit D.

2755

(PHOTOSTAT)

2756

2757

2758

Cover of Claimant's Exhibit E-1.

VOYAGE 4—WILLIAMS STEAMSHIP CO., INC.

CHIEF OFFICER'S LOG BOOK

Steamship "Willdomino"

2759

2760

Claimant's Exhibit E-1.

2761

WILLIAMS S. S. CO., INC.

CHIEF OFFICER'S LOG BOOK

OF THE

Steamship "Willdomino" of Halifax, N. S.

Tons Registered 4173 Registered No. 141302

ON A VOYAGE

From New York & Norfolk Virginia to Marseilles & Palermo & Messina & Gibraltar 2762

Commanded by Capn J Beeby

Commencing April 29th 1920

Ending June 14th 1920

Kept by J. Thirkell Chief Officer

Draught			ft. ″		ft. ″	
of water	leaving New York	forward	7- 0	aft	15- 5	
"	arriving at Norfolk	forward	7- 0	aft	15- 4	
"	leaving Norfolk Va	forward	24- 8	aft	24- 8	
"	arriving at Marseilles	forward	23- 2	aft	24- 2	
"	leaving Marseilles	forward	8-10	aft	16-00	
"	arriving at Palermo	forward	8- 8	aft	15- 9	2763
"	leaving Palermo	forward	10-10	aft	18-00	
"	arriving at Messina	forward	10-10	aft	18-00	
"	leaving Messina	forward	13- 2	aft	19-00	

Claimant's Exhibit E-1.

2764 **LOG OF THE S. S. "WILLDOMINO" at New York**

Thursday April 29th 1920

A.M.—Mod sly wind & fine weather
8—Repairs continued, 1 Gang in Engine room, 1 Gang on Bilges, 1 Gang on Bulkhead, 1 Gang Electricians, 1 Gang Caulkers on Bridge Deck, 1 Gang busy with Poop Awning Stanchions
Crew busy getting stores on board all day long
Fresh water tanks are filled up
Carpenter employed at his trade (Signed on crew this
2765 day)
Engineer Gang and Electricians working all night
Quartermaster on night duty
Day ends with mod winds and fine weather

Friday April 30th 1920

A.M.—Moderate wind & fine weather
Repairs continued as usual. Crew variously employed
Paid off old & signed on new 3rd Officer (Mr. Moller)
All Ballast Tanks pumped up by engineers
1 Gang working all night in Engine room on Engine work
Day ends with mod wind & Rain
2766 All new crew on board this day
Quartermasters on duty day & night
Ship & moorings attended to

Tanks & Bilges sounded A.M. and P.M.
Lights & lookouts attended to

Claimant's Exhibit E-1.

2767

2768

2769

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2770 **LOG OF THE S. S. "WILLDOMINO" from New York to Norfolk, Virginia**

Date Sat. 1st May 1920

	Hour	Log	Course		Wind	Barometer
	A.M.		Stand.	Steer'g	Direct	
	11		S25°W		NNW	29.47
	12	12	"		"	29.49
	P.M.					
	1		S25°W		Var	
	2		"		SW	
	3		S30W		WNW	
2771	4	34	"		"	29.50
	5		"		NW	
	6		"		"	
	7		"		"	
	8	68	"		"	29.53
	9		"		"	
	10		S27W		"	
	11				"	
	12	103			"	29.62

(Running lights burning sunset to sunrise)

2772 Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-1.

A.M.—Mod wind & Rain 2773
7.30—Pilot boarded & singled up moorings
7.45—Let go from Wharf & proceeded. 3 Tugs in assistance
8.40—Cleared Erie Basin & discharged Tugs & proceeded Full speed
10.30—Discharged Pilot off Ambrose Chnel L.V. & proceeded on voyage
10.45—Set course S25°W & streamed log abm of Scotland L.V.

11.30—Passed American Fleet bound north

Noon—Mod wind & Sea & fine clear weather 2774

P.M.
1.00—Sea Girt LH. Abm dist 10 miles Log 9
2.55—Barnegat Lt Hs Abm dist 4″ Log 24 a/c S25W
4—Light wind Smooth sea & fine clear weather
5.30—Absecon Lt Hs. Abeam dist 11 miles
8—Similar fine weather & conditions
8.30—N.E. End L.V. Abm distant 1 mile Log 73
9.40—Five Fathom Bank L.V. Abm dist 2 mils Log 82 a/c S27W
Midnight Fenwick Sh. L.V. Abm distant 5 miles
Light wind Smooth sea & fine clear weather 2775

J. THIRKELL Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2776 **LOG OF THE S. S. "WILLDOMINO" from New York to Norfolk Virginia**

Date Sunday 2nd May 1920

	Hour A.M.	Log	Course Stand.	Steer'g	Wind Direct	Barometer
	1		S27°W		NW	
	2		S49W		"	
	3		Stopped for Engine Repaired		"	
	4	135	"		"	29.63
2777	5		S49W		"	
	6		"		SW	
	7		"		"	
	8	163	"		"	29.67
	9		"		"	
	10		Various		"	
	11		"		"	
	12		"		"	29.67

Latitude-Longitude: Off Cape Henry. Course: Various. Distance: 248. Speed 10.2K. Running Time 24.6.

	P.M.					
2778	1		Pilots Orders		SW	
	2		Various		"	
	3		Courses		"	
	4		At Anchor		"	29.64
	5		"		"	
	6		"		"	
	7		"		"	
	8		"		"	29.63
	9		"		"	
	10		"		"	
	11		"		"	
	12		"		"	29.60

(Running lights burning sunset to sunrise)

Claimant's Exhibit E-1.

A.M 2779
Tanks & Bilges sounded A.M & P.M.
3.15—Winter Quarter L-V. Abm dist 5 miles Log 31 a/c S49W
3.38—Stopped for engine repairs (burst pipe)
4—Light wind & smooth & fine clear weather S/S stopped. Engineers repairing burst pipe
4.42—Repairs affected Engines Full speed on voyage
8—Light airs Smooth sea & fine clear weather
10.15—Cape Charles L-V. Abm dist 2 miles. Hauled in log
11.55—Tail of Shoe L-V. Abm dist 1 mile.
Noon—Fine weather s/s stopped awaiting for Pilot boat 2780
P.M.
12.15—Received Pilot & proceeded towards Hampton Rds for Orders
2.45—Engines Stop
2.55—Came to Anchor in Hampton Rds 45 fthms Chn Stbd Anchor
Light wind Smooth sea & fine clear weather
8—Similar weather Officers & Quartermasters on Watch
Midnight—Similar weather & Conditions Officers & Quartermasters on watch

2781

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2782 **LOG OF THE S. S. "WILLDOMINO" from New York at Norfolk, Virginia**

Date Monday 3rd May 1920

A.M.—s/s at anchor in Hampton Roads 45 fthms Chn stbd anchor
Fresh Breeze & fine clear weather s/s awaiting loading berth at Norfolk Virginia
Captn. Beeby relieved Captn. Welch this day as Master
Quartermasters & Officers on duty day & night
Day ends with light breeze & fine Clear weather
2783 Tanks & Bilges, Anchor lights & lookout carefully attended to

Tuesday 4th May 1920

A.M.—Light wind & fine weather, s/s at anchor in Hampton Rds
P.M.
12.30—Received 2 Tugs Dauntless & Chandler & Pilot in charge
12.45—Commenced Heaving up Anchor (no main steam)
1—Anchor up. s/s under weigh bound to Lamberts Pt. to load
2784 2.15—Anchored off L.P. Norfolk Coal Pier
2.30—Received 2 Fresh Tugs McCasleigh (Pocohontas) & hove up anchor
3—All moored at Pier 4 Coal Pier Norfolk
4.15—Commenced loading coal No 2. 5.35 No 4 5.40 P.M. Lower Bunker 4.50 No 1 & No 5
8—Commenced amid Bunker & Working All night loading
Shore night watchman on night duty also Quartermasters
Engineers pumping out all Water Ballast

Claimant's Exhibit E-1.

Wednesday 5th May 1920 2785

A.M.—Light wind & fine weather
Loading coal continues at all hatches & bunkers
1—finished lower hold Bunkers
1.20—Commenced cargo in No 3 Tween deck
6.30—All Ballast tanks sounded & bilges sounded, in the presence of the master Chief officer & Chief Engineer
Fresh Water tanks filled up this day
11.40—Finished cargo in No III Tween decks and commenced tipping Bunkers in Shelter deck bunker space
2786
2.30—Finished loading at No II Hold
4.15—Finished loading at No III Hold
7.10—Finished Amidship Bunkers & side bunkers
9.00—Completed loading. All Cargo & Bunkers in All Ballast Tanks & bilge dry
9.15—Unmoored & proceeded 2 Tugs & Pilot in Charge (no main steam)
11.45—All moored alongside Pier I at Norfolk
Quartermasters on duty day & night
Ship & moorings carefully attended to
Day ends with light wind & fine weather
Drinking Water
Last Filled 2787
Norfolk

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2788 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Thursday 6th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct—Force		Barometer	Temperature Air
	1			North	3		
	2			"			
	3			"			
	4			"			
	5			"			
	6			"			
2789	7		Various	"		30.09	52°
	8		"	NE	3		
	9		"	"		30.11	
	10	82	E¾S	"			58
	11		"	"			
	12	110	"	"	3	30.16	59

Latitude N. 36°-55′ Longitude 75°-42′W Course: Various. Distance 18 Speed: 10.2K Running Time: 1H-45′

	P.M.						
	1		E¾S	East	3		
	2		"	"			
2790	3		"	"			
	4	30	"	"	3	30.15	
	5		"	"			
	6		N86°E	"			
	7		N90E	"			
	8	59	"	"	3	30.10	
	9		"	SE			
	10		"	"			
	11		"	"			
	12	90	"	"	3	30.07	

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to 7 A.M.

Claimant's Exhibit E-1.

Received Pilot. Unmoored & left the wharf with 2 Tugs assisting & proceeded towards Cpe Henry, Pilot directing 2791

10.15 A.M.—Discharged Pilot off Cpe Henry & proceeded on voyage

Set course E¾S streamed log 82

Moderate wind & sea & fine Clear weather

Noon—Similar weather & Condition prevail

P.M.

4—Gentle Breeze moderate sea & fine clear weather

6.20—a/c N86E

7.20—a/c East

8—Gentle Breeze, Moderate sea & clear weather 2792

Midnight—Similar fine weather & Conditions prevail

2793

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2794 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Friday 7th May 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct—Force		
	1		East	ExN		
	2		"	"		
	3		"	"		
	4	120	"	"	2	30.00
	5		"	ENE		
	6		"	"		
2795	7		"	"		
	8	150	"	"	3	30.01
	9		"	"		
	10		"	"		
	11		"	"		
	12	182	"	"	3	30.04

Latitude 37°14'N Longitude 71°49'W Course N84°E Distance 187 miles speed 7.45 K Running Time 23H-44'

	P.M.					
	1		East	East		
	2		"	"		
2796	3		"	"		
	4	31	"	"	3	30.03
	5		"	ESE		
	6		S88E	"		
	7		"	"		
	8	59	"	"	4	30.00
	9		"	"		
	10		"	"		
	11		Stopped	"		
	12	86	"	"	4	29.99

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers strictly attended to

Claimant's Exhibit E-1.

A.M. 2797
4—Light Airs Smooth sea & fine clear weather
8—Gentle Breeze, Smooth sea & fine clear weather
Noon—Similar fine weather prevails
P.M.
4—Gentle Breeze, Smooth sea & fine clear weather
6.30—a/c S88E
8—Mod wind & sea & clear weather
11.25—Engines stopped for engine repairs
Mod wind & sea & clear Wr.
Engines stopped (Engineers Affecting Repairs)

2798

2799

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2800 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Saturday 8th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct—Force		Barometer
	1		S88°E	SE		
	2		"	"		
	3		"	"		
	4	112	"	"	4	29.95
	5		"	"		
	6		"	"		
2801	7		"	"		
	8	142	"	"	5	29.97
	9		"	"		
	10		"	S8E		
	11		"	"		
	12	167	"	"	5	29.98

Latitude 38°2'N Longitude 67°15'W Distance 220 Miles
Speed 9.64K Running Time 22H-44M

	P.M.					
	1		S88°E	S8E		
	2		"	"		
	3		"	"		
2802	4	24	"	"	5	29.98
	5		"	"		
	6		"	"		
	7		S84E	"		
	8	50	"	"	4	29.94
	9		"	"		
	10		"	"		
	11		"	"		
	12	80	"	"	4	29.89

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2803
0.23—Engines Full speed ahead, Repairs effected
4—Moderate wind & Sea & clear weather
8—Fresh Breeze, moderate sea, & clear weather
Noon—Fresh Breeze, moderate seas & Clear weather
P.M.
4—Fresh Breeze Moderate sea & Clear weather
7.20—a/c S84E
8—Moderate wind & sea & Clear weather
Midnight—Similar wind & weather continues

2804

2805

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2806 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Sunday 9th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct—Force		Barometer
	1		S84°E	S8E		
	2		"	"		
	3		"	"		
	4	108	"	"	4	29.86
	5		"	"		
2807	6		"	"		
	7		"	"		
	8	135	"	"	5	29.80
	9		"	South	7	
	10		"	"		
	11		"	"		
	12	162	"	"	8	29.41

Latitude 38°43'N Longitude 64°5'W Course N75E Distance 155 miles Speed 6.51K Running Time 23H-48M

	P.M.					
	1		S84°E	South		
2808	2		"	"		
	3		"	"		
	4	16	"	"	8	29.55
	5		"	"	9	
	6		Hove to	"		
	7		Engines Slow	"		
	8	20	"	"	10	29.44
	9		"	SSW		
	10		"	"		
	11		"	"		
	12		"	SW	10	29.43

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2809

4—Moderate wind & sea & clear & cloudy weather

8—Fresh Breeze, Slight sea & clear & Overcast weather

9—Wind & sea Increasing to mod Gale Decks flooded

Noon—Fresh Gales, High sea, Overcast & Rain squalls. decks continually swept by seas

P.M.

4—Fresh Gale High Cross & Confused sea & Heavy Rain s/s shipping water fore & aft

Decks continually swept by heavy seas

5—Strong Gale, decks swept by heavy seas, washed away No I & No II tarpaulins

Eased engines. All hands securing hatches again 2810

6.30—Shipped Heavy sea amidship & washed Stbd Lifeboats out of chocks Bending Davits & damaging Boats & Grips & Chocks. All midships Houses Badly strained, & washed away No III & No IV Tarpaulins. All Hands securing damage.

Whole Gale, Engines eased, ship hove to, decks flooded. (Broke & Bent Rails Amidships)

Midnight—Gale Continues, s/s labouring heavily, engines eased, ship Hove to

2811

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2812 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Monday 10th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct—Force		Barometer
	1		Hove to	SSW	8	
	2			"	6	
	3		S84°E	NW	5	
	4		"	"		29.55
	5		"	"		
2813	6		"	"		
	7		"	"		
	8	48	"	"	4	29.73
	9		S78E	"		
	10		"	"		
	11		"	"		
	12	72	"	"	3	29.86

Latitude 38°51'N Longitude 61°16'W Course N86E Distance 130 Speed 5.4K Running Time 23H-49M

	P.M.					
	1		S74E	NW		
	2		"	"		
	3		"	"		
2814	4	24	"	"	2	29.90
	5		"	"		
	6		"	"		
	7		"	"		
	8	50	"	"	3	29.94
	9		"	"		
	10		"	"		
	11		"	"		
	12	79	"	South	1	29.95

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M.—Wind & sea gradually moderating 2815
3—Wind shifts to NW. Moderating
3.30—ENGINES put Full speed again, Course S84°E
4—Fresh Breeze, Heavy Confused sea, decks flooded & Rain squalls
8—Moderate wind, Heavy Confused sea & clear Wr. decks flooded. Vessel labouring heavily. 8/5 A.M. a/c S78°E
11.30—Fire observed in Port Bunker. Put on fire hose & Extinguished same.
Noon—Gentle Breeze, heavy cross swell & clear weather a/c S74°E
P.M. 2816
Engines Eased & Ship Hove to 8 hours 30 minutes during the 24 Hrs
4—Light wind, Heavy cross swell, & fine clear weather
6—Port Bunkers on Fire, 6.20—Fire Extinguished.
8—Gentle Breeze Moderate sea & clear weather
Midnight—Light Airs, moderate sea, overcast & clear weather

2817

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2818 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Tuesday 11th May 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct—Force		
	1		S74E	Var		
	2		"	"		
	3		"	"		
	4	108	"	"	1	29.92
	5		"	"		
	6		"	"		
2819	7		"	"		
	8	132	"	Calm	0	29.97
	9		"	"		
	10		"	"		
	11		"	"		
	12	160	"	"	0	29.96

Latitude 39°15′N Longitude 57°28′W Course N82E Distance 179 miles Speed 7.53K Running Time 23H-45M

	P.M.					
	1		S72E	SE		
	2		"	"		
2820	3		"	"		
	4	28	"	"	1	29.89
	5		"	"		
	6		"	"	3	
	7		"	"		
	8	54	"	"	3	29.84
	9		"	"		
	10		"	"		
	11		"	"		
	12	84	"	South	3	29.82

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2821

4—Light airs. Smooth sea & fine clear weather

8—Calms, Smooth sea & fine clear weather

Noon—Similar Weather & Conditions a/c S72E

P.M.

4—Light airs, Smooth sea & Clear weather

8—Gentle Breeze, Smooth sea & fine clear Wr.

Midnight—Similar weather & Conditions continue

2822

2823

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2824 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Wednesday 12th May 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct—Force		
	1		S72°E	South		
	2		"	"		
	3		"	"		
	4	112	"	"	3	29.73
	5		"	"		
	6		"	SSW		
2825	7		"	"		
	8	140	S70°E	"	3	29.73
	9		"	"		
	10		Stopped for	"		
	11		Repairs	"		
	12	149	"	West	4	29.69

Latitude 39°23'N Longitude 53°5'W Course N8SE Distance 204 miles Speed 9.52K Running Time 21H-23M

	P.M.					
	1		S70°E	WSW		
	2		"	"		
2826	3		"	"		
	4	15	"	"	4	29.64
	5		"	"		
	6		"	"		
	7		"	"		
	8	38	"	"	5	29.61
	9		"	"		
	10		"	"	6	
	11		"	"		
	12	59	"	"	6	29.65

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilations of Holds & Cargo attended to

Claimant's Exhibit E-1.

A.M. 2827

4—Gentle Breeze. Moderate sea & clear weather

8—Gentle beam wind, mod sea, & clear Weather a/c S70°E

9.40—Stopped Engines to blank off Flange in Engine-room

Moderate wind & sea clear weather

P.M.

12.30—Engines half speed ahead

4—Moderate wind & sea & Clear weather

8—Fresh Quarterly breeze, moderate sea & Clear weather

Strong Breeze, Rough Cross sea & Cloudy Wr. Shipping water fore & Aft. 2828

2829

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2830 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Thursday 13th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer	Temperature Air
	1		S70°E	North	4		
	2		"	"			
	3		"	"			
	4	76	"	"	3	29.64	
	5		"	NNW			
	6		"	"			
2831	7		"	"			
	8	99	"	"	3	29.74	
	9		"	"			
	10		"	"			
	11		"	"			
	12	121	"	"	3	29.83	

Latitude 39°30'N Longitude 49°38'W Course N8E Distance 161 miles Speed 6.94K Running Time 23H-11M

	P.M.						
	1		S64°E	NNW			
	2		"	"			
2832	3		"	"			
	4	20	"	"	2	29.86	
	5		"	"			
	6		"	"			
	7		"	SE	2		
	8	43	"	"	2	29.87	
	9		"	"			59
	10		"	"			
	11		"	"			
	12	70	"	"	2	29.85	60

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2833

4—Mod to Gentle Breeze & Moderate Cross Sea & Clear & Cloudy Weather

8—Similar Weather & Conditions

Gentle Breeze, Smooth sea & fine Clear Weather

Noon—a/c S64°E

P.M.

4—Light airs, Smooth sea, & fine Clear weather

8—Similar Weather & Conditions

Light Airs, Smooth sea & Clear & Cloudy weather

2834

2835

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2836 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Friday 14th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer	Temperature Air
	1		S64°E	S8E			
	2		"	"			62°
	3		"	S			
	4	98	"	"	4	29.77	63
	5		"	S8W			
2837	6		"	"			68
	7		"	"			
	8	131	"	"	5	29.82	69
	9		"	"			
	10		"	"			
	11		"	"			
	12	163	"	South	3	29.87	67

Latitude 39°32'N Longitude 46°5'W Course N89°E Distance 164 miles Speed 6.58K Running Time 23H-46m

	P.M.						
	1		S65°E	South			
2838	2		"	"			
	3		"	"			
	4	31	"	"	3	29.84	71°
	5		"	SW			
	6		"	"			
	7		"	"			
	8	60	"	"	4	29.90	64
	9		"	"			
	10		"	"			
	11		"	"			
	12	93	"	"	6	29.91	64

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2839

1.16—Engines Full speed ahead.

4—Moderate wind & sea & clear weather & passing rain

8—Fresh Breeze. Moderate sea & Clear & Overcast weather

Noon—Gentle Breeze Moderate sea & Clear weather a/c S65°E

4—Gentle Breeze, Moderate sea, & fine Clear weather

8—Moderate wind & sea & clear & Cloudy weather

Fresh Breeze, Moderate sea & Clear weather

2840

2841

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2842 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Saturday 15th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer	Temperature Air
	1		S65°E	WSW			
	2		"	"			
	3		"	"			
	4	124	"	"	3	29.89	64°
	5		"	"			
2843	6		"	"			
	7		"	"			
	8	152	"	"	4	29.94	71°
	9		"	"			
	10		"	"			
	11		"	"			
	12	184	"	"	3	29.98	70°

Latitude 39°37'N Longitude 41°45'W Course N88°E Distance 202 miles Speed 8.52K Running Time 23H-43m

	P.M.						
	1		S63°E	WSW			
	2		"	"			
2844	3		"	"			
	4	32	"	"	3	29.97	70°
	5		"	"			
	6		"	"			
	7		"	"			
	8	61	"	"	4	30.00	66
	9		"	"			
	10		"	"			
	11		"	"			
	12	96	"	"	4	30.00	64

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2845

4—Gentle Breeze, Moderate sea, & clear & Cloudy weather

8—Moderate Quantity wind & sea, & clear weather

Noon—Gentle Breeze, Moderate sea, Overcast & Clear Wr. a/c S63°E

P.M.

4—Moderate wind & following sea & Clear Weather

8—Similar Wind & Weather prevails

Moderate wind & sea & Clear weather, sky cloudy

2846

2847

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2848 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Sunday 16th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer	Temperature Air
	1		S63°E	WSW			
	2		"	"			
	3		"	"			
	4	130	"	"	4	29.96°	62°
	5		"	"			
	6		"	"			
2849	7		"	"			
	8	164	S67°E	"	4	29.99	70°
	9		"	"			
	10		"	"			
	11		"	"			
	12	197	"	"	4	30.02	70

Latitude 39°22'N Longitude 37°3'W Course S86°E Distance 220 miles Speed 9.26K Running Time 23H-41m

	P.M.						
	1		S74°E	WSW			
	2		"	"			
2850	3		"	"			
	4	33	"	"	3	30.01	86°
	5		S80E	"			
	6		"	"			
	7		"	"			
	8	62	"	"	3	30.00	66
	9		"	"			
	10		"	"			
	11		"	"			
	12	94	"	"	3	30.00	66

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2851
4—Moderate wind & sea & fine clear weather
8—Similar weather & Conditions a/c S67°E
Noon—Moderate wind & sea & Clear weather a/c S74°E
P.M.
4—Gentle Breeze, Mod sea & Clear weather a/c S80°E
8—Similar Weather & Conditions prevail
Gentle Breeze, Moderate sea, & Clear Weather

2852

2853

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2854 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Monday 17th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S80°E	WSW		
	2		"	"		
	3		"	"		
	4	124	"	"	3	29.96
	5		"	"		
	6		"	"		
2855	7		"	"		
	8	156	"	"	4	30.00
	9		"	"		
	10		"	"		
	11		"	"		
	12	187	"	East	2	30.05

Latitude 49°4′N Longitude 32°25′W Course N79°E Distance 219 miles Speed 9.32K Running Time 23H-30m

	P.M.					
	1		S65°E	East		
	2		"	"		
2856	3		"	"		
	4	33	"	"	3	30.06
	5		"	"		
	6		"	"		
	7		S55°E	"		
	8	64	"	"	4	30.08
	9		"	"		
	10		"	"		
	11		"	"		
	12	97	"	"	4	30.11

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2857
3.25—Stopped for Engine purposes, 3.37 A.M. Engines Full speed
4—Gentle Breeze, Moderate sea & Clear weather
8—Similar Weather & Conditions prevail
Noon—Light Airs, Smooth sea & clear & Cloudy weather a/c S65°E
P.M.
4—Gentle Breeze, Smooth sea, & clear weather
7—Corvo Azores Isld abm. S25°W dist 17 mls Log 57 a/c S55°E
8—Moderate wind, Smooth sea & Clear weather
Moderate wind, Smooth sea & Clear & Cloudy weather 2858

2859

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2860 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Tuesday 18th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S55°E	East		
	2		"	"		
	3		"	"		
	4	130	"	"	3	30.10
	5		"	"		
2861	6		"	ESE		
	7		"	"		
	8	163	S52E	"	4	30.14
	9		"	"		
	10		"	"		
	11		"	South		
	12	196	"	"	2	30.20

Latitude 39°27'N Longitude 28°00'W Course S80°E Distance 207 miles Speed 8.73K Running Time 23H-42m

	P.M.					
	1		S55°E	South		
	2		"	"		
2862	3		"	"		
	4	31	"	"	2	30.21
	5		"	SE		
	6		"	"		
	7		"	"		
	8	61	"	"	3	30.18
	9		"	"		
	10		"	"		
	11		"	"		
	12	95	"	"	3	30.16

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

2863

A.M.
4—Gentle breeze, Smooth sea, & Clear weather
7.40—a/c S52°E
8—Moderate wind, Smooth sea, & Clear Wr. sky Cloudy
Noon—Light Airs. Smooth sea, & Clear weather a/c S55°E

P.M.
4—Light airs. Smooth sea, & fine Clear weather
8—Gentle breeze, Moderate sea, & Clear Wr. Sky Cloudy
Midnight—Similar Weather & Conditions

2864

2865

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2866 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Wednesday 19th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S55°E	SE		
	2		"	"		
	3		"	"		
	4	129	"	East	2	30.13
	5		"	"		
2867	6		"	"		
	7		"	"		
	8	160	"	"	4	30.15
	9		"	"		
	10		"	"		
	11		"	"		
	12	193	"	"	3	30.18

Latitude 38°41'N Longitude 23°35'W Course S77°E Distance 210 miles Speed 8.86K Running Time 23H-42m

	P.M.					
	1		S60°E	East		
	2		"	"		
2868	3		"	"		
	4	32	"	"	3	30.18
	5		"	"		
	6		"	NE		
	7		"	"		
	8	60	"	"	4	30.18
	9		"	"		
	10		"	"		
	11		"	"		
	12	93	"	"	3	30.19

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo attended to

Claimant's Exhibit E-1.

A.M. 2869
4—Light breeze, smooth sea & Clear weather, sky overcast.
8—Moderate wind & sea & passing Rain
Gentle breeze, Smooth sea, & fine clear weather
Noon—a/c S60E
P.M.
4—Gentle breeze, smooth sea, & fine clear weather
4.30—Boat Drill, All Boats swung out, Crew exercised & stationed
7.30—Passed the 3 Masted Barque "Taifun" of Sweden, in ballast Steering SW. from Antwerp. Wishing to be reported, in Lat 38½°N Long 22°15'W 2870
Moderate wind & sea & fine clear weather
Midnight—Similar weather & Conditions

2871

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2872 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Thursday 20th May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S60°E	NE		
	2		"	"		
	3		"	"		
	4	124	"	"	4	30.14
	5		"	"		
	6		"	"		
2873	7		"	"		
	8	155	"	"	3	30.16
	9		"	"		
	10		"	"		
	11		"	"		
	12	186	"	"	3	30.16

Latitude 38°2'N Longitude 19°15'W Course S79°E Distance 209 miles Speed 8.82K Running Time 23H-43m

	P.M.					
	1		S60°E	NE		
	2		"	"		
2874	3		"	"		
	4	31	"	"	3	30.13
	5		"	"		
	6		"	NNE		
	7		"	"		
	8	59	"	"	4	30.11
	9		"	"		
	10		"	"		
	11		"	"		
	12	87	"	"	4	30.09

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2875
4—Moderate wind, Smooth sea & Clear weather
8—Gentle Breeze Smooth sea, & fine Clear weather
Noon—Similar Weather & Conditions
P.M.
4—Gentle breeze, Smooth sea & fine Clear weather
8—Moderate Beam wind & sea & clear weather
Midnight—Similar Weather & Conditions

2876

2877

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2878 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Friday 21st May 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S60°E	NNE		
	2		"	"		
	3		"	"		
	4	117	"	"	4	30.04
	5		"	"		
	6		"	"		
2879	7		"	"		
	8	146	"	"	5	30.05
	9		"	"		
	10		"	"		
	11		"	"		
	12	173	"	"	5	30.07

Latitude 37°19'N Longitude 15°30'W Course S76°E Distance 184 miles Speed 7.74K Running Time 23H-45m

	P.M.					
	1		S60°E	NNE		
	2		"	"		
2880	3		"	"		
	4	22	"	"	5	30.02
	5		"	"		
	6		"	"		
	7		S64E	"		
	8	46	"	"	6	29.98
	9		"	"		
	10		"	"		
	11		"	"		
	12	70	"	NE	6	29.92

(Running lights burning sunset to sunrise)

Tank & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

2881

A.M.
4—Moderate wind & sea & Clear weather
8—Fresh Breeze, Slight Beam sea, & Clear Overcast
Noon—Similar Weather Conditions
4—Fresh Breeze, Rough cross sea, & clear weather
P.M.
6.50—a/c S64E
8—Strong Trades, Rough Beam sea & Clear Wr. Sky overcast vessel shipping water fore & aft.
Midnight—Similar weather & Conditions. Shipping water over main decks

2882

2883

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2881 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Saturday 22nd May 1920

Hour	Log	Course	Wind		Barometer
A.M.		Stand.	Direct	Force	
1		S64°E	NNE		
2		"	"		
3		"	"		
4	93	"	"	6	29.83
5		"	"		
6		"	"		
2885 7		"	"		
8	120	"	"	6	29.80
9		"	"		
10		"	"		
11		"	"		
12	147	"	"	5	29.75

Latitude 36°40′N Longitude 12°30′W Course S75°E Distance 150 miles Speed 6.3K Running Time 23H-48m

P.M.					
1		S66°E	NNE		
2		"	"		
2886 3		"	"		
4	29	"	"	4	29.70
5		"	"		
6		"	"		
7		"	"		
8	59	"	"	3	29.67
9		"	"		
10		"	"		
11		"	"		
12	88	"	"	3	29.64

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2887

4—Strong Breeze, heavy beam sea, & clear weather
Vessel rolling heavily & shipping water fore & aft
8—Similar weather & conditions
Noon—Fresh Breezes Moderate sea & Clear weather, sky cloudy
Noon—a/cS66°E
P.M.
4—Moderate wind, heavy beam sea & Clear weather vessel shipping water fore & Aft
Midnight—Similar weather & Conditions

2888

2889

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2890 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Sunday 23rd May 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		S66°	NNE		
	2		"	"		
	3		"	"		
	4	119	"	"	3	29.58
	5		"	"		
	6		"	"		
2891	7		"	"		
	8	149	"	"	3	29.60
	9		"	"		
	10		"	"		
	11		"	"		
	12	181	"	"	3	29.64

Latitude 36°7'N Longitude 8°30'W Course S80°E Distance 197 miles Speed 8.27K Running Time 23H-48m

	P.M.					
	1		S76°E	Calms		
	2		"	"		
2892	3		"	"		
	4	32	"	"	0	29.65
	5		"	"		
	6		"	"		
	7		"	SW		
	8	60	S70°E	"	4	29.62
	9		"	"		
	10		"	"		
	11		"	"		
	12	92	"	"	4	29.64

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2893
4—Gentle breeze, Smooth sea & fine clear weather
8—Similar wind & Weather prevails
Noon—Gentle Breeze, moderate sea, & clear Wr. Sky cloudy a/c S76°E
P.M.
4—Calms, Smooth sea, & fine clear weather
8—Moderate wind & sea & Clear weather a/c S70°E
Midnight—Similar wind & weather as 8 P.M.

2894

2895

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2896 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Monday 24th May 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		S70°E	SW		
	2		"	"		
	3		S79°E	"		
	4	133	"	"	3	29.62
	5		"	"		
2897	6		Various	"		
	7		through	"		
	8	157	Gib Straits	"	2	29.66
	9		S85°E	"		
	10		"	"		
	11		"	"		
	12	188	"	"	2	29.67

Latitude 36°9'N Longitude 4°46'W Course Various Distance 185 miles 7.79K Speed Running Time Running Time 23H-45m

	P.M.					
	1		East	NW		
	2		"	"		
2898	3		"	"		
	4	31	"	"	2	29.66
	5		N85E	"		
	6		"	West		
	7		"	"		
	8	61	"	"	3	29.64
	9		"	"		
	10		"	"		
	11		"	"		
	12	93	"	"	3	29.69

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2899
2.35—a/c S79°E Log 113
4—Gentle breeze, Smooth sea, & clear weather
4.15—Trafalgar Abm. NxE dist 13 miles Log 26
4.55—Cpe Spartel Abm. SxW dist 7 miles Log 33
6.53—Tarifa Abm. NxW dist 1 mile Log 49 a/c East
8—Light airs, Smooth sea & fine clear weather
8.15—Gibraltar Rk. Abm dist 2½ miles a/c S85E Log 61 (Signalled)
Noon—Light Airs, Smooth sea, & fine Clear weather a/c East
P.M.
4—Light Airs, Smooth sea & fine Clear weather 2900
4.30—a/c N85E
8—Gentle breeze, Smooth sea & Clear Weather
8—Sacratef Lt Bore N33°W True
10—Sabinal Lt Bore N15°E True dist 17 miles
11.45—Cpe De Gata Bore N30°E True dist 17 miles
Gentle Breeze, Smooth sea & fine clear weather

2901

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2902 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Date Tuesday 25th May 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N85°E	WNW		
	2		N55°E	"		
	3		"	"		
	4	126	"	"	4	29.69
	5		"	"		
	6		"	"		
2903	7		"	"		
	8	158	"	"	2	29.74
	9		"	"		
	10		N40°	"		
	11		"	"		
	12	188	"	"	1	29.79

Latitude 37°28′N Longitude 00°50′W Course Various Distance 217 miles Speed 9.12K Running Time 23H-44m

	P.M.					
	1		N45°E	WNW		
	2		"	"		
2904	3		"	ENE		
	4	32	"	"	2	29.78
	5		"	"		
	6		"	East		
	7		"	"		
	8	61	"	"	2	29.80
	9		"	"		
	10		"	"		
	11		"	Calm		
	12	93	"	"	0	29.80

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2905
1.45—Cpe De Gata abm dist 15 miles Log 108 a/c N55°E
4—Moderate wind, Smooth sea & fine Clear weather
8—Light Breeze, Smooth sea & fine clear weather
9.55—a/c N40°E Log 72
Noon—Similar wind & weather prevails a/c N45°E
P.M.
2.20—Cpe Palos Abm dist 1½ miles Log 20
2.39—Las Dormigas Abm dist 1¼ miles Log 22
4—Light Airs, Smooth sea & fine clear weather
8—Similar Weather & Conditions Prevail
Midnight Cpe San Antonio Abm dist 20 miles Log 93
Calms, Smooth sea & fine clear weather 2906

2907

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2908 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Wednesday May 26th 1920

Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
1		N45°	ENE		
2		"	"		
3		"	"		
4	125	"	"	2	29.80
5		"	"		
2909 6		"	"		
7		"	"		
8	155	"	"	2	29.86
9		"	"		
10		"	"		
11		"	"		
12	187	"	"	2	29.91

Latitude 39°54′N Longitude 2°2′E Course N43E Distance 200 miles Speed 8.4K Running Time 23H-49m

P.M.					
1		N43E	NE		
2910 2		"	"		
3		"	"		
4	31	"	"		29.88
5		"	"	2	
6		"	"		
7		"	"		
8	62	"	"	2	29.85
9		"	"		
10		"	"		
11		"	"		
12	94	"	"	2	29.82

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

2911

A.M.
4—Light airs, Smooth sea & Clear weather
8—Similar Weather & Conditions
Noon—Light airs Moderate sea & Clear weather a/c N43°E

P.M.
4—Light Airs, Smooth sea & Clear weather
8—Similar Wind & Weather as 4 P.M.
Midnight—Light airs, moderate sea & fine clear weather

2912

2913

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles

Date Thursday May 27th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N43°E	NW		
	2		"	"		
	3		"	"		
	4	126	"	Nly	3	29.75
	5		"	"		
2915	6		"	"		
	7		"	"		
	8	160	"	"	3	29.78
	9		"	"		
	10		"	"		
	11		"	"		
	12	192	"	"	3	29.78

Latitude 43°37'N Longitude 4°41'E Course N37°E Distance 202 miles Speed 8.48K Running Time 23H-50'

	P.M.					
	1		N41°E	Nly		
	2		"	"		
2916	3		"	"		
	4	32	N45E	"	2	29.73
	5		Various	"		
	6			"		
	7		Pilots Orders	"		
	8		at anchor	"		29.74
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"		29.74

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-1.

A.M. 2917

4—Gentle breeze, Smooth sea & Clear weather

4—St Sebastian Lt abm distant 18 miles Log 126

8—Similar wind & weather Continues

Noon—Gentle Breeze Mod sea & Clear weather a/c N41°E

P.M.

4—Smooth sea & fine Clear weather

5.50—Planier Isld Abm SE½E close 1·2 miles off.

6.15—Engines eased waiting for Pilot

6.30—Received Pilot & proceeded towards anchorage

7.15—Came to anchor stbd Anchor 4 shackles, finished with Engines 2918

Day ends with light airs Smooth & fine

Sea Watches Kept as usual all night

Anchor lights strictly attended to

2919

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2920 **LOG OF THE S. S. "WILLDOMINO" from Norfolk Virginia to Marseilles**

Friday May 28th 1920

A.M.—Calms Smooth & fine s/s at Anchor off Marseilles
6.10—Received Pilot. Engines stand by & proceeded to heave up anchor. 7.30 A.M. Anchor up & proceeded
7.45—Engines slow ahead. 7.50 let go Port Anchor, received 2 Tugs assisting also Boatmen.
8.55—All moored in Berth alongside s/s Belgrano
2921 2 anchors for'ard & moored to Buoy Aft, inside Marseilles Port
No Cargo discharged this day (no work)
Received Cranes & lighters Alongside also Received 160 Tons Fresh Water
Day ends with light winds & fine weather
Quartermasters on duty day & night.

Saturday May 29th 1920

A.M.—Light Airs & fine Weather
7—Commenced discharging all Hatches 5 Cranes 5 Gangs (using Rope Runners) and using 2 Winches
2922 at No III & 1 winch at No I Hold (3 shore winchmen)
11—Ceased work for dinner
Noon—Resumed again into Lighters
P.M.
5—No I & III & IV & V Hatches Ceased work for the day
6—No II Ceased Work for the day
Day ends with light winds & fine clear weather
Quartermasters on duty day & night
Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-1.

Sunday May 30th 1920 2923

A.M.—Day begins with light Nly wind & fine weather
7—Resumed discharging all Hatches 5 Cranes & 2 Winches
8—Stopped at No III to repair Stbd Bunker winch
9—Resumed at No III
11—Ceased for dinner
Noon—Resumed again at all Hatches
P.M.
4—Ceased discharging for the day
Day ends with fresh nly winds & fine weather
Quartermasters on duty day & night 2924
Ship & moorings carefully attended to
Tanks & Bilges sounded A.M. & P.M.
Used 5 Rope Runners this day discharging Cargo

Monday May 31st 1920

A.M.—Light wind & fine weather
7—Resumed discharging all Hatches 5 Cranes & 2 winches into lighters
11—Ceased for dinner
Noon—Resumed again at all Hatches
Noted Protest this day. (Using Rope Runners & 2 winches this day) 2925
P.M.
4—Ceased discharging at all Hatches
Day ends with Fresh Nly wind & fine weather
Quartermasters on duty day & night
Ship & Moorings carefully attended to
Engine Repairs Carried on this day by shore labour.
Tanks & Bilges sounded A.M. & P.M.

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

LOG OF THE S. S. "WILLDOMINO" from Norfolk at Marseilles

Tuesday June 1st 1920

A.M.—Moderate Nly wind & fine weather
7—Resumed discharging at all Hatches 5 Cranes
11—Ceased work for dinner. Noon Resumed at No II III & IV Hatches
Stevedore's men repairing damage to Hatch Beams Etc
Engineers running up all water Ballast
Repairs in engine room carried on by shore labour (Cleaning Boilers)
P.M.
4—Ceased discharging cargo for the day
Day ends with Fresh Nly breeze and fine clear weather
Quartermasters on duty day & night
Ship & Moorings strictly attended to

Wednesday June 2nd 1920

A.M.—Light breeze & fine clear weather
7—Resumed discharging with Cranes at No II & IV Hatches
10.30—Stopped at No 4 Hatch (No Lighters)
11—Ceased for dinner
Various delays during day in discharging, waiting for lighters
Noon—Resumed discharging at No II Hatch with Crane
P.M.
3—Resumed at No 4 Hatch
Stevedores men repairing damage to Hold Ladders in No 4
Shore labour Cleaning out Boilers Etc
5—Ceased discharging for the day
Day ends with light Breeze & fine weather
Quartermasters on Duty Day & Night
Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-1.

Thursday June 3rd 1920 2929

A.M.
1—Resumed discharging at No II Hold
3—Ceased discharging
7—Resumed discharging with Cranes at No II & IV Hatches 2 Gangs
A.M.—Light wind & fine clear weather
7.30—Ceased discharging at No 2 Hatch
11—Ceased work for dinner
Noon—Resumed at No 5 Hatch
Various delays during day waiting for lighters
Cleaned out Port Fresh Water Tank
Received about 100 Tons Fresh Water this day for Drinking & Engine Purposes 2930
Steam Ordered for Saturday 5 A.M.
P.M.
5—No 5 Hold finished Ceased work for the day
Quartermasters on duty day & night
All Ballast Tanks Full Bilges sounded A.M. & P.M.
Day ends with light Wind & fine weather

Friday June 4th 1920

A.M.—Light wind & fine clear weather
7—Resumed discharging at No 2 & 4 Holds with Cranes
11—Stop for dinner 2931
Noon—Resumed again at No II & IV
1.45—Finished discharging No 2 Hatch
2—Commenced No I Hatch
2.30—Finished discharging No 4 Hatch
3—Finished Discharging No I Hatch
4—Completed Discharging, All Cargo Out
Day ends with Strong NE Gale & Squally weather
Ship & Moorings Carefully Attended to
Quartermasters on duty day & night
Paid off Mr. Franklin 4th Engineer this day

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2932 **LOG OF THE S. S. "WILLDOMINO" from Marseilles to Palermo**

Date Saturday June 5th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	4			Nly	6	29.39
	5			"		
	6		Various	"		
	7			NW	5	
	8	0	S16°E	"		29.40
2933	9		"	"		
	10		"	"		
	11		"	"		
	12	34	"	"	5	29.45

Latitude 42°37′N Longitude 5°40′E Course Various Distance 49 miles Speed 10.1K Running Time 4H-51m

	P.M.					
	1		S16°E	NW		
	2		"	"		
	3		"	"		
	4	36	"	"		
2934	5		S20°E	"	5	29.45
	6		"	"		
	7		"	"		
	8	70	"	"	4	29.48
	9		"	"		
	10		"	"		
	11		"	"		
	12	106	"	"	3	29.49

(Running lights burning sunset to sunrise)

Tanks & Bilges Sounded A.M. & P.M.

Claimant's Exhibit E-1.

A.M. 2935
6—Received Pilot
6.30—Received 3 Tugs in attendance, blowing mod. NW Gale
6.45—Unmoored & commenced heaving up Anchors
7.20—Anchors up & proceeded out of harbour
8-9—Discharged Tugs & pilot & proceeded on Voyage
8.30—Planier Isld Bore N60E (True) dist 1 mile set Course S16E
8.30—Streamed log (o)
Noon—Fresh Breeze Moderate sea & fine clear weather
P.M.
4—Fresh Breeze Moderate sea & fine clear weather 2936
4.35—a/c S20E
8—Moderate wind & sea & Clear weather
Midnight—Gentle Breeze Smooth sea & fine Clear weather

2937

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2938 **LOG OF THE S. S. "WILLDOMINO" from Marseilles to Palermo**

Date Sunday June 6th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S20°E	NW		
	2		"	"		
	3		"	"		
	4	143	"	"	3	29.48
	5		"	"		
2939	6		"	"		
	7		"	"		
	8	179	"	"	1	29.53
	9		"	"		
	10		"	"		
	11		"	"		
	12	215	"	"	3	29.25

Latitude 39°12′N Longitude 8°10′E Course S28°E Distance 235 miles Speed 9.86K Running Time 23H-50m

	P.M.					
	1		S25°E	NNW		
2940	2		S36E	"		
	3		S76E	"		
	4	36	"	"	4	29.51
	5		S81°E	"		
	6		"	"		
	7		"	"		
	8	68	S79°E	"	3	29.50
	9		"	"		
	10		"	"		
	11		"	"		
	12	105	"	"	3	29.52

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-1.

A.M. 2941

3—Gentle breeze Smooth sea & fine Clear weather

8—Light airs Smooth sea & fine clear weather No I Hold flooring all lifted this day & Tank Top Cleaned & flooring replaced again by ship's Carpenter

Noon—Gentle Breeze Smooth sea & fine Clear weather a/c S25°E

P.M.

1.08—a/c S36°E

1.45—Sandals LH Abm dist 14′ Log 16

3.40—Toro Isld Abm distant 6 miles Log 33 a/c S76°E

Moderate wind & sea & clear weather 2942

4—a/c S81E

6.45—Cpe Spartivento Abm N1°E dist 7 miles Log 57

7.45—a/c S79°E

8—Gentle breeze Smooth sea & fine Clear weather

Midnight—Gentle Breeze Smooth sea & fine Clear weather

2943

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2944 **LOG OF THE S. S. "WILLDOMINO" from Marseilles to Palermo**

Date Monday June 7th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		S79°E	NNW		
	2		"	"		
	3		"	"		
	4	140	"	"	2	29.51
	5		"	SSE		
2945	6		"	"		
	7		"	"		
	8	175	"	"	3	29.56
	9		"	"		
	10		"	"		
	11		"	"		
	12	209	"	"	3	29.60

Latitude 38°19′N Longitude 12°20′E Course Various Distance 215 miles Speed 9.06K Running Time 23H-43M

	P.M.					
	1		S73°E	Various		
2946	2		"	"		
	3		"	"		
	4	34	"	"	1	29.61
	5		Various	"		
	6		"	"		
	7		"	"		
	8		Palermo	"		29.61

Tanks & Bilges Sounded A.M. & P.M.

Claimant's Exhibit E-1.

A.M. 2947
4—Light Airs Smooth sea & fine Clear weather
8—Gentle breeze Smooth sea & fine Clear weather
Noon—Similar weather & Conditions
a/cS73°E
55 miles to Palermo from Noon
P.M.
2.40—Cpe St Vito Abm dist 5 miles log 21
4—Light Airs Smooth sea & fine Clear weather
5.50—Rounded Cpe Gallo (close)
6.40—Received Palermo pilot & proceeded into harbour
7.25—Ship All moored stern on to Quay & 2 Anchors
for'ard finished with engines (all ready to load) 2948
Day ends with Light wind & fine weather
Quartermasters on duty day & night

2949

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2950 **LOG OF THE S. S. "WILLDOMINO" from Marseilles to Palermo**

Tuesday June 8th 1920

A.M.—Moderate wind & fine clear weather
8—Commenced loading in No II III IV & V Hatches Lemons
8 shore winch men employed driving winches
Crew cleaning out No I Bilges
9.40 to 10.40—Stopped for winch Repair at Stbd Bunker winch
2951 11.30—Commenced taking in Citrate Mag in No 4
14 men from shore cleaning holds
P.M.
6—Stopped loading Cargo for the day
Day ends with moderate wind & fine clear weather
Quartermaster on duty day & night

Wednesday June 9th 1920

A.M.—Light wind & fine weather
8—Resumed loading Lemons Etc at No 2 3 4 5 Hatches
8 shore winch men driving winches all day
11—Port No 5 Derrick broke (Eye in Heel carried
2952 away) putting derrick out of action (sent derrick down on deck)
9.25—No 5 winch stopped for repairs 9.55 Resumed again
Noon—Commenced loading at No I Hold Barrels of Citrate
14 men from shore cleaning holds
Course ExN Wind Nly Barometer 29.63

(Running lights burning sunset to sunrise)

Tanks & Bilges Sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-1.

Stevedore required numerous Rope Runners & Rope Slings for loading Cargo 2953

P.M.
1 to 1.30—Stopped for dinner
2.30—Ceased at No III for the day
8—Ceased at No 5 for the day
8.30—Ceased at No II & IV for the day
8.45—Ceased at No I for the day
8.50—Received pilot on Board
9—Unmoored Hove up anchors & proceeded to sea
9.50—Discharged Pilot & proceeded full speed Set Course East x North

2954

Mod wind & sea & fine clear weather
Drinking water last filled Palermo

2955

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2956 **LOG OF THE S. S. "WILLDOMINO" from Palermo to Messina**

Date Thursday June 10th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		East	North		
	2		"	"		
	3		"	"		
	4		"	"	2	29.62
	5		ExN	"		
2957	6		"	"		
	7		"	"		
	8		East	"	2	29.62
	9		Various	"		
	10		in Straits	"		
	11		of	"		
	12		Messina	"		

Latitude Messina Longitude Course Various Distance 120 miles Speed 9.87K Running Time 12H-10m

2958 Ventilation of Holds & Cargo strictly attended to

Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-1.

A.M. 2959
1.5—Cefalu Lt Abm distant 9 miles
4—Light airs Smooth sea & Clear weather
4.45—Cpe Orlando Abm SxE dist 2½ miles a/c ExN
5.30—Cpe Calasa Abm SxE dist 2½ miles
6.10—Vulcan Isld Lt abm NxW dist 6 miles
7.5—Cpe Millaso Abm SxE distance 1 mile
8—Light airs Smooth sea & fine Clear weather
10—Received Messina Pilot & proceeded into port
10.40—Came to anchor stbd anchor & all chain 6½ shackle out
Noon—Light airs & fine weather
at Messina 2960
11—All moored Stern on to Quay & Anchor out for'ard
11.30—Commenced loading more lemons No 1 2 4 5 Hatches
8 shore winchmen driving winches
Officers & Clerks Tallying Cargo
P.M.
1.35—Commenced taking in Lemon peel at No 3 Hatch, using Rope Runners
5—Ceased work at for'ard Hatches
7—Ceased all work for the day
Day ends with Fresh Breeze Rain, Thunder & lightning
Quartermaster on duty day & night 2961

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2962 **LOG OF THE S. S. "WILLDOMINO" from & at Messina to**

Date Friday June 11th 1920

Hour P.M.	Log	Course Stand.	Wind Direct	Force	Barometer
5			NW		
6	0		"		
7		N84°W	"		
8	20	"	"	4	29.69
9		"	"		
2963 10		"	"		
11		N80°W	"		
12	55	"	"	4	29.70

Tanks & Bilges sounded A.M. & P.M.

Ventilation of Holds & Cargo Strictly Attended to

2964

Claimant's Exhibit E-1.

A.M.—Heavy Rain & thunder 2965
7.30—Resumed loading barrels at No I other Hatches held up waiting for cargo
9—Resumed loading at No 5
10.30—Stopped again at No 5
Officers & Clerks Tallying Cargo
Numerous delays waiting for cargo
Heavy Rain Squalls all the morning
P.M.
2—Received Pilot on board
3.40—Finished loading and covered up hatches
4.20—Commenced Unmooring & Heaving up Anchor
5—Anchor up & proceeded to sea on voyage 2966
5.45—Discharged Pilot Engines Full Speed
5.50—Rounded Faro LH. Cleared Messina Straits Streamed Logo
6.45—Set Course N84°W
Moderate Wind & sea & Clear weather
8.15—Cpe Milasso Abm dist 4 mils
10.30—Cpe Orlando Abm dist 6 mils Log 41 a/c N80°W
Moderate wind & sea & Cloudy weather & lightning

2967

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2968 **LOG OF THE S. S. "WILLDOMINO" from Messina to Gibralta**

Date Saturday June 12th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N80°W	NW		
	2		"	"		
	3		"	"		
	4	90	"	NNW4	4	29.70
	5		"	"		
	6		N85°W	"		
2969	7		"	"		
	8	125	"	" 3	3	29.73
	9		"	"		
	10		"	"		
	11		"	SW		
	12	162	"	"	2	29.73

Latitude 38°19'N Longitude 12°3'E Course Various Distance 183 miles Speed 9.89K Running Time 18H-29m

	P.M.					
	1		S87°W	SW		
	2		"	"		
2970	3		"	South		
	4	36	"	"	3	29.66
	5		"	"		
	6		"	"		
	7		West	"		
	8	74	"	"	3	29.64
	9		"	"		
	10		"	"		
	11		"	"		
	12	109	"	"	3	29.63

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-1.

A.M. 2971
1.50—Cefula Lt Abeam distant 17 miles Log 72
4—Moderate wind & sea & Clear & Cloudy weather
5.45—Cpe Gallo L. H. abeam 59°W dist 7 miles Log 3 a/c N85°W
8—Gentle breeze Moderate sea, & fine clear weather
8.40—Cpe St Vito Abeam distant 7 miles Log 30
Noon—Light Airs, Smooth sea & fine clear weather
Noon a/c S87°W
P.M.
4—Gentle Breeze Smooth sea & fine clear weather
7.26—a/c West
8—Similar wind, Weather & Conditions 2972
Midnight—Gentle breeze Moderate sea & Clear weather

2973

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2974 **LOG OF THE S. S. "WILLDOMINO" from Messina to Gibralta**

Date Sunday June 13th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		West	SW		
	2		"	"		
	3		"	"		
	4	143	N87°W	"	4	29.64
	5		"	"		
2975	6		"	"		
	7		"	"		
	8	178	"	"	4	29.64
	9		"	"		
	10		"	NW		
	11		"	"		
	12	211	"	"	4	29.67

Latitude 37°40′N Longitude 7°21′E Course S80°W Distance 226 miles Speed 9.29K Running Time 24H-19m

	P.M.					
	1		N87°W	NW		
	2		"	"		
2976	3		"	"		
	4	35	"	"	3	29.67
	5		"	SW		
	6		"	"		
	7		"	"		
	8	72	"	"	4	29.70
	9		"	"		
	10		"	"		
	11		"	"		
	12	105	"	"	3	29.73

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-1.

A.M. 2977
3.40—a/c N87°W
4—Moderate Wind & sea & Clear weather
8—Similar Weather & Conditions prevail
Noon—Moderate wind & sea, clear weather, sky cloudy
P.M.
4—Gentle Breeze Smooth sea & Clear weather
8—Moderate wind & sea & Rain squalls, Cloudy & Overcast
Midnight—Gentle Breeze Moderate sea & Clear weather

2978

2979

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-1.

2980 **LOG OF THE S. S. "WILLDOMINO" from Messina to Gibralta**

Date Monday June 14th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N87°W	West		
	2		"	"		
	3		"	WNW		
	4	138	"	"	4	29.68
	5		"	"		
2981	6		"	"		
	7		"	"		
	8	171	"	"	4	29.74
	9		"	"		
	10		Stopped for Repairs	"		
	11		N87W	"		
	12	183	"	"	2	29.79

Latitude 37°6′N Longitude 3°3′E Course S80W Distance 210 miles Speed 8.96K Running Time 23H-24m

2982	P.M.					
	1		N87°	WNW		
	2		"	"		
	3		"	"		
	4	33	"	"	2	29.75
	5		"	"		
	6		"	WSW		
	7		"	"		
	8	68	"	"	4	29.75
	9		"	"		
	10		"	"		
	11		"	"		
	12	100	"	"	4	29.73

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargoes strictly attended to

Claimant's Exhibit E-1.

2983

A.M.
4—Moderate wind & sea & fine Clear weather
8—Similar Weather & Conditions
9.40—Stopped for Engine purposes
10.30—Full ahead again
Noon—Light Airs Smooth sea & fine clear weather
P.M.
4—Light Airs Smooth sea & fine Clear weather
8—Moderate wind & sea & fine Clear weather
10.45—Cape Tenez Abeam distant 10 miles Log 90
Midnight—Similar weather & Conditions prevail

2984

2985

J. THIRKELL, Chief Officer J. BEEBY, Master

2986

2987

Cover of Claimant's Exhibit E-2.

VOYAGE 4 HOMEWARD.

WILLIAMS STEAMSHIP CO. INC.

CHIEF OFFICER'S LOG BOOK—

STEAMSHIP "WILLDOMINO"

2988

Claimant's Exhibit E-2

2989

WILLIAMS S. S. CO., INC.

CHIEF OFFICER'S LOG BOOK OF THE

Steamship "Willdomino" of Halifax N. S.

Tons Registered 4173 Registered No. 141302

ON A VOYAGE

From Messina
To New York (Via Gibralta & Lisbon) & Ponta Delgada & Sidney C B & Halifax N S
Commanded by J. Beeby
Commencing June 15th 1920
Ending August 2nd 1920
Kept by J. Thirkell, Chief Officer.

2990

Draught		ft. "	ft. "
of water	leaving.....forward	....	aft ....
"	arriving at Gibralta forward	13- 3	aft 15- 6
"	leaving Gibralta forward	15- 0	aft 16- 6
"	arriving at Lisbon forward	14- 6	aft 16- 2
"	leaving Lisbon forward	16- 0	aft 16- 8
"	arriving at Ponta Delgada forward	15- 0	aft 16- 2
"	leaving Ponta Delgada forward	15- 0	aft 17-00
"	arriving at Sydney C. B. forward	14- 8	aft 16-00
"	leaving Sydney C. B. forward	14- 7	aft 16- 3
"	arriving Halifax N. S. forward	19- 6	aft 13- 6
"	leaving Halifax N. S. forward	12-10	aft 22- 6

2991

Claimant's Exhibit E-2.

2992 **LOG OF THE S. S. "WILLDOMINO" from Messina to Gibralta**

Date Tuesday June 15th, 1920

Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
1		N87°W	WSW		
2		"	"		
3		"	"		
4	129	"	"	4	29.70
5		"	"		
6		"	"		
2993 7		"	"		
8	161	"	"	4	29.76
9		"	West		
10		"	"		
11		"	"		
12	194	"	"	4	29.78

Latitude 36°33'N Longitude 1°4'W Course S80°W Distance 200 miles Speed 8.24K Running Time 24H-16m

P.M.					
1		N83°W	West		
2		"	"		
2994 3		"	"		
4	32	"	"	3	29.75
5		"	WSW		
6		"	"		
7		"	"		
8	67	"	"	3	29.72
9		"	"		
10		"	"		
11		"	"		
12	100	"	"	3	29.71

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 2995
4—Moderate wind & sea & Clear weather
8—Similar Weather Continues
Noon—Moderate wind & sea & clear weather
Noon—a/c N83°W
P.M.
4—Gentle breeze Smooth sea & fine clear weather
8—Similar weather & Conditions prevail
11—Cpe Sacratif Bonre N36W True distant 25 miles
Log 96
Midnight—Gentle Breeze Smooth sea & fine clear weather

2996

2997

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

2998 **LOG OF THE S. S. "WILLDOMINO" from Messina to Gibralta**

Date Wednesday June 16th 1920

Hour	Log	Course	Wind		Barometer
A.M.		Stand.	Direct	Force	
1		N83°W	WSW		
2		"	"		
3		"	West		
4	134	"	"	3	29.66
5		Various	"		
6		"	"		
7		"	"		
8	167	"	"	4	29.72
9		"	"		
10		"	"		
11		"	"		
12	197	"	"	4	29.70

2999

Latitude 36°11'N Longitude 5°3'W Course Various Distance 195 miles Speed 8.03K Running Time 24H-16m

P.M.				
1		Various	West	
2		"	"	
3		"	"	
4		at	"	3	29.70
5		Gibralta		
6		Bunkering		
7		"		
8		"		
9		"		
10		"		
11		"		

3000

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3001

0.50—Cape Sacratif Lt Abm distant 23 miles Log 108

4—Gentle Breeze Moderate sea & fine clear weather

8—Similar Weather & Conditions prevail

Noon—Moderate wind & sea & clear weather Courses Various

P.M.

1.45—Rounded Europa pt at ½ mile

2.15—Received pilot & proceeded

2.30—Came to anchor off Breakwater at Gib

2.45—Received Tug & Pilot & proceeded to heave up anchor

3.15—Anchor up & proceeded into Gib 3002

3—All moored alongside Pier II & commenced taking in Bunkers

6—Stopped Bunkering for the night

Day ends with light wind & fine weather

Quartermasters on duty day & night

Ship & moorings carefully attended to

3003

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3004 **LOG OF THE S. S. "WILLDOMINO" from Messina at Gibralta**

Date Thursday June 17th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		at Gibralta	West		
	3		"	"		
	3		"	"		
	4		"	"		29.72
	5		"	"	5	
	6		Bunkering	"		
	7			"		
3005	8			"	5	29.75
	9			"		
	10			"		
	11			"		
	12			"	5	29.76

Latitude At Gibralta Longitude Course Various Distance 18.0 miles Speed 8.78K Running Time 2H-3m

	P.M.					
	1		Various	WNW		
	2		"	"		
	3		"	"		
3006	4	27	N54W	"	5	29.77
	5		N60°W	NNW		
	6		"	"		
	7		"	"		
	8	66	"	"	5	29.77
	9		"	"		
	10		"	"		
	11		"	"		
	12	99	"	"	5	29.78

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M.—at Gib. Clear & fine weather 3007
6—Resumed Bunkering
10—Finished Bunkering
Noon—Received Pilot & Tug & unmoored & left the Quay & discharged Tug
P.M.
12.15—Cleared Gibralta Harbour, discharged Pilot & proceeded Full speed
12.40—Europa pt Abm 2 miles streamed log courses Var this Straits
3.25—Tarifa Lt Abm distant 8 miles a/c N54°W Log 22
4—Fresh Breeze Moderate sea & fine clear weather
4.30—a/c N60W 3068
7.25—Cape Trafalgar Abeam N30E distant 7½ miles Log 61
Fresh Breeze Moderate sea & clear weather
Midnight—Similar Weather & Conditions prevail

3009

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3010 **LOG OF THE S. S. "WILLDOMINO" from Gibralta to Lisbon**

Date Friday June 18th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N60°W	North		
	2		"	"		
	3		"	"		
	4	133	"	"	5	29.77
	5		"	"		
3011	6		"	"		
	7		N50°W	"		
	8	168	"	"	5	29.82
	9		N40°W	"		
	10		"	"		
	11		"	"		
	12	200	"	"	5	29.82

Latitude 36°50'N Longitude 8°36'W Course Various Distance 178 Miles Speed 7.56K Running Time 23H-33m

	P.M.					
	1		N49W	North		
3012	2		"	"		
	3		North	"		
	4	31	"	"	5	29.81
	5		N6°E	"		
	6		"	"		
	7		"	"		
	8	62	"	"	5	29.82
	9		"	"		
	10		"	"		
	11		N11E	"		
	12	92	"	"	5	29.82

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3013
4—Fresh Breeze Moderate sea & Clear Weather
7—a/c N50W Log 62
8—Similar Wind & Weather, a/c N49W
Noon—Fresh Breeze Moderate sea & fine clear weather a/c N49W
P.M.
2.56—Cape St Vincent Abeam distant 3½ miles Log 24 a/c North
4—Fresh Breeze Moderate head sea & clear weather
4.15—a/c N6E
8—Similar Weather & Conditions prevail
10.45—a/c N11E Log 82 3014
Midnight—Fresh Breeze Moderate sea & Clear & Cloudy weather

3015

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3016 **LOG OF THE S. S. "WILLDOMINO" from Gibralta at Lisbon**

Date Saturday June 19th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N11°E	North		
	2		"	"		
	3	26	N2E	"		
	4		"	"	3	29.80
	5		Various	"		
3017	6		"	"		
	7		Anchored off	"		
	8		Lisbon in River	"		29.80
	9		"			
	10		"			
	11		"			
	12		"			

Latitude, Longitude At Lisbon Distance 127 miles Speed 7.14K Running Time 17H-47m

	P.M.		
	1		
	2		
3018	3	Loading Cork	
	4	at Lisbon	
	5	"	
	6	"	
	7	"	
	8	"	
	9	"	
	10	"	
	11	"	
	12		

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3019

2.45—Cape Espichel Abeam dist 6 miles Log 14

3.10—Engines half speed

3.45—Full ahead

4—Entered Tagus river for Lisbon

5.45—Received Lisbon Pilot off Belem Castle & proceeded

7—Came to anchor in river 2 Anchors out 4 Shackles on each 16 fthms Water

8.30—Cargo men on board preparing to load Cargo

10.50—First Lighter with Cork alongside at No I

11—Commenced loading Cork at No I Using Winches, 2 Shore Winchmen

11.15—Commenced loading Cork at No II Using Winches, 3020
2 Shore Winchmen

Noon to 1 P.M.—Ceased work for dinner

1—Resumed loading Cork at No I II & IV Hatches 6 shore winchmen

Officers Tallying Cargo till 2.30 P.M.

2—Ceased loading at No IV Waiting for Cargo 1 Shore Tally Clerk For'ard

3—Ceased loading at No II Waiting for Cargo

6—Commenced loading shelter DK Bunker with Cork

Midnight—Ceased All work for the day

3rd officer & Quartermaster on night duty, while working cargo

Strong Wly wind & fine weather 3021

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3022 **LOG OF THE S. S. "WILLDOMINO" at Lisbon**

Sunday June 20th 1920

A.M.—Light NW wind & fine weather
6.30—Resumed loading at No I
7.30—Stopped loading at No I
10.30—Resumed loading at No I
11 to Noon—Stopped Noon Resumed loading again
P.M.
2.30—Stopped waiting for cargo
4.30—Resumed loading at No I & II 4 Shore Winchmen
3023 & 1 Tally Clerk
7.15—Ceased loading for the day
Day ends with strong Ely wind & fine weather
Quartermasters on duty day & night

Monday June 21st 1920

A.M.—Light SE wind & fine clear weather
6—Resumed loading at No I II & IV 9 A.M. at No III
8 Shore Winchmen & 3 Shore Tally Clerks
11 to Noon—Stop for dinner Noon resumed again
P.M.
7.15—Ceased loading for the day
3021 Filled up Fresh Water Tanks & Boilers
Day ends with light Airs & fine weather
Quartermasters on duty day & night
Ship & Cargo carefully watched
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo carefully attended to

Claimant's Exhibit E-2.

Tuesday June 22nd 1920 3025

A.M.—Calms & Fine Clear Weather s/s At Anchor in river
6—Resumed loading at all hatches 9 Shore winchmen 4 Shore Tally Clerks
10.45—Finished loading at No II Hatch 11 A. M. Ceased for dinner
P.M.
1—Resumed loading 2.15 P.M. Ceased loading for the day
Numerous delays & lost time waiting for Cargo
Unshackled & Cleared Hawse this day
Day ends with Light Ely wind & fine weather 3026
Quartermasters on duty day and night

Wednesday June 23rd 1920

A.M.—Light Wly wind & fine Clear weather
5—Resumed loading at No I IV & V (Shore Winchmen & Tally men)
8—No I Holds loaded & finished
11 to Noon—Ceased loading for dinner
P.M.
3.20—All Stevedores men left the ship No work since 8 A.M.
Numerous delays & lost time waiting for cargo 3027
5—Received notice—no more Cargo. Ship finished loading
Day ends with light breeze & fine Clear weather
Paid off 2nd, 3rd & 5th Engineers this day (sick men Doctors Orders)
Quartermasters on duty day & night

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3028 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Thursday June 24th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1			Nly	2	
	2		At Anchor off	"		
	3		Lisbon in River	"		
	4		"	"		
	5		"	"		
3029	6		"	"		
	7		"	"		
	8		"	"		
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"	2	
	Latitude	Longitude	Lisbon			
	P.M.					
	1		"	North		
	2		"	"		
	4		"	"	3	29.76
	5			"		
3030	6			"		
	7	0	N59W	"		
	8	10	"	"	4	29.77
	9		"	"		
	10		"	"		
	11		"	"		
	12	37	"	"	4	29.77

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M.—Light Nly wind & fine weather 3031
s/s At Anchor in river waiting for New Engineers
Noon—Light Airs & fine weather s/s still at Anchor in river
P.M.
4.15—Received pilot & 2 new Portuguese Engineers
4.40—Hove up Anchor & proceeded to Sea, Pilot directing
5.45—Cleared the harbour entrance
6.30—Discharged Pilot & proceeded Full speed on Voyage
6.40—Cape Razo Abm North dist 1 mile Set Log 0 & Course N59°W
Moderate wind & sea & hazey misty weather
Midnight—Moderate wind & sea & hazey misty weather 3032
Drinking water last filled: Lisbon

3033

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3034 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Friday June 25th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N.79°W	North		
	2		"	"		
	3		"	"		
	4	65	"	"	5	29.73
	5			"		
	6			"		
3035	7		N61°W	"		
	8	92	"	"	4	29.78
	9		Stopped	"		
	10		"	"		
	11		"	"		
	12	100	"	"	4	29.79

Latitude 38°56'N Longitude 11°20'W Course N81°W Speed 5.75K Running Time 15H-8m Distance 87 miles

	P.M.					
	1		N61°W	North		
	2		"	"		
3036	3		"	"		
	4	28	"	"	4	29.79
	5		"	"		
	6		"	"		
	7		"	"		
	8	62	"	"	4	29.80
	9		"	"		
	10		"	"		
	11		"	"		
	12	93	"	NE	4	29.81

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3037

4—Fresh Breeze, Moderate sea, Dull & Overcast & Clear Weather

6.45—a/c N61°W

8—Moderate wind & sea & dull Overcast & Clear Weather

9.10—Engines Stopped for Engine purposes

11.10—Engines full ahead

11.30—Engines Stopped to Engineer requirements

Noon—Mod wind & sea & Clear weather. Engines stopped

P.M.

12.35—Repairs affected Engines Full ahead again

4—Moderate wind & sea & Clear & Overcast Weather 3038

8—Similar Wind, Weather & Conditions prevail

Midnight—Moderate wind & Beam sea & Cloudy & Clear Wr. s/s Gently rolling.

3039

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3040 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Saturday June 26th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N61°W	NE		
	2		"	"		
	3		"	"		
	4	129	"	"	4	29.80
	5		"	"		
	6		"	"		
3041	7		"	"		
	8	157	"	"	4	29.82
	9		"	"		
	10		"	"		
	11		"	"		
	12	186	"	"	4	29.87

Latitude 39°22'N Longitude 15°36'W Course N82W Distance 201 miles Speed 8.48K Running Time 23H-42m

	P.M.					
	1		N58W	NE		
	2		"	"		
3042	3		"	"		
	4	31	"	"	4	29.90
	5		N52W	"		
	6		"	"		
	7		"	"		
	8	67	"	"	4	29.92
	9		"	"		
	10		"	"		
	11		Stopped	"		
	12	82	"	"	4	29.94

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3043

4—Mod Wind & Beam sea & dull & Overcast Wr.

8—Moderate wind & sea & Clear & Cloudy weather

9—Crew Exercised at Boat Drill

Noon—Similar Wind & Weather Continues
a/c N58W

P.M.

4—Moderate wind & sea & Clear & Cloudy weather

8—Similar Weather & Conditions continue

10.20—Engines Stopped without warning

Mod wind & sea & Clear Wr. s/s stopped for Engine Repairs

3044

3045

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3046 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Sunday June 27th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		s/s Stopped	NE		
	2		"	"		
	3		"	"		
	4		"	"	4	29.92
	5		"	"		
	6	82	N52W	"		
3047	7		"	"		
	8	97	"	"	4	29.96
	9		"	"		
	10		"	"		
	11		"	"		
	12	129	"	"	4	29.98

Latitude 39°41′N Longitude 18°20′W Course N81W Distance 128 miles 7.75K Running Time 16H-51m

	P.M.					
	1		N52W	North		
	2		"	"		
	3		"	"		
3048	4	30	"	"	3	29.96
	5		"	"		
	6		"	"		
	7		"	"		
	8	67	"	"	3	29.98
	9		"	"		
	10		"	"		
	11		"	"		
	12	97	"	"	3	29.98

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to
s/s Stopped. B. T. Regulations Attended to

Claimant's Exhibit E-2.

A.M. 3049

4—Moderate wind & sea & Clear Weather, vessel stopped for engine purposes, Engineers repairing same

6—Repairs Affected, Engines Full speed

8—Moderate wind & sea & Clear Weather

Noon—Similar Weather & Conditions

P.M.

4—Gentle breeze Smooth sea & Clear weather

8—Similar Weather Continues

Midnight—Conditions remain Unchanged

3050

3051

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3052 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Monday June 28th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N52W	W		
	2		"	"		
	3		"	"		
	4	120	"	"	3	29.94
	5		"	"		
	6		"	"		
3053	7		"	"		
	8	161	"	"	3	29.95
	9		"	"		
	10		"	"		
	11		"	"		
	12	192	"	"	3	29.94

Latitude 40°37′N Longitude 22°16′W Course N73W Distance 189 miles Speed 7.79K Running Time 24H-16m

	P.M.					
	1		N52W	West		
	2		"	"		
3054	3		"	"		
	4	30	"	"	3	29.93
	5		"	NNE		
	6		"	"		
	7		"	"		
	8	62	"	"	3	29.94
	9		"	"		
	10		"	"		
	11		"	"		
	12	92	"	"	3	29.95

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo attended to

Claimant's Exhibit E-2.

A.M. 3055

4—Gentle breeze, Smooth sea & fine clear weather
8—Similar weather & Condition
8.25—Engines stopped
8.30—Engines Full ahead
Noon—Gentle Breeze, Moderate sea & Clear Weather
P.M.
4—Gentle Breeze, Moderate sea & Clear weather
8—Similar fine weather & Conditions
Midnight—Gentle breeze, mod sea & Clear weather

3056

3057

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3058 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Tuesday June 29th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N52°W	NNE		
	2		"	"		
	3		"	"		
	4	122	"	"	3	29.91
	5		"	WNW		
	6		"	"		
3059	7		"	"		
	8	151	"	"	3	29.94
	9		"	"		
	10		"	"		
	11		"	"		
	12	180	"	"	3	29.94

Latitude 41°26'N Longitude 25°56'W Course N73°W Distance 174 miles Speed 7.17K Running Time 24H-15m

	P.M.				
	1		N52W	WNW	
	2		Vessel Stopped	"	
3060			for		
	3		Engine Troubles	"	
	4		"	"	
	5		"	"	3
	6		"	"	
	7		"	"	
	8		"	"	3
	9		"	"	
	10		"	"	
	11		"	"	
	12		"	"	3

(B. T. R. lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3061
4—Gentle breeze, moderate sea, & clear weather
8—Similar Weather & Conditions
Noon—Conditions & Weather Remain unchanged
P.M.
1.5—Engines stopped
1.14—Engines Full ahead
1.20—Engines stopped, for engine troubles, Engineers busy effecting repairs to same
4—Gentle breeze moderate sea & Clear weather s/s stopped & drifting
Engineers working on Engine Troubles B. T. Regulations attended to 3062
8—Similar Weather s/s still stopped, Engineers repairing Engines B. T. Regulations Attended to
Midnight—s/s Stopped & drifting. Repairs proceeding, Similar Weather

3063

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3064 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Wednesday June 30th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		Vessel	WNW		
			Stopped			
	2		for	"		
			Engine			
	3		Troubles	"		
	4		"	"	3	29.87
3065	5		"	"		
	6		"	"		
	7		"	"		
	8		"	"	3	29.91
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"	3	29.96

Latitude 41°8′N Longitude 25°46′ Course N73W Running Time nil Current: Set—S32°E Drift—24 miles

	P.M.				
3066	1	s/s Stopped	"		
	2	& Drifting	"		
	3	Repairs	"		
		Proceeding			
	4	"	"	3	29.95
	5	"	"		
	6	"	"		
	7	"	NW		
	8	"	"	3	29.95
	9	"	"		
	10	"	"		
	11	"	"		
	12	"	"	3	29.92

(B. T. R. lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.

Ventilation of Holds & Cargo attended to

Claimant's Exhibit E-2.

A.M.—B-T. Regulations Attended to 3067
4—Gentle Breeze Moderate sea & Clear weather
s/s Stopped & drifting, Repairs to Engines proceeding
8—Similar Weather, Vessel stopped, Repairs proceeding
Noon—Vessel still stopped. Repairs proceeding, moderate sea & Clear Wr.

P.M.
4—s/s still stopped & drifting, Repairs proceeding Continuously Gentle Breeze moderate sea & Clear Wr. B-T. Regulations attended
8—Steamer Stopped & drifting, Repairs proceeding Similar Weather
Midnight—Gentle Breeze mod sea & clear weather 3068
Steamer Stopped, Repairs proceeding. B.T. Regulations attended

3069

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3070 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to New York**

Date Thursday July 1st 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		Vessel Stopped	N		
	2		& Drifting	"		
	3		Repairs	"		
	4		Proceeding Engines	"	3	29.92
	5		"	"		
3071	6		"	"		
	7		"	"		
	8		"	"	4	29.93
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"		

Latitude 40°39'N Longitude 25°12'W Current: Set—S41°E Drift—39 miles

	P.M.					
	1		Steamer Stopped	North		
	2		(Engine Repairs)	"		
3072	3		(Proceeding)	2		
	4		"	"	4	29.96
	5		"	"		
	6		"	"		
	7		"	"		
	8		"	"	4	29.99
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"	4	30.00

(B T R lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo Attended to

Claimant's Exhibit E-2.

A.M.—s/s Stopped 3073
4—Steamer Stopped & drifting, Repairs proceeding, Engineers working continuously at engines
Gentle Breeze, moderate sea & Clear weather—B. T. Regulations attended
8—Similar Wr. Steamer Still Stopped, Repairs proceeding
Noon—Vessel Still Stopped, Repairs proceeding, mod wind & sea & Clear Wr.
P.M.
4—s/s Still Stopped, Engineers busy effecting Engine Repairs
Moderate wind & sea & Clear Wr. B. T. Regulations attended to 3074
8—Steamer Stopped & drifting, Repairs proceeding by Engineers & Officers Assisting, Similar weather continues
Midnight—Moderate wind & sea & Clear Wr.
Steamer Stopped, Repairs proceeding, by Engineers, Officers Assisting

3075

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3076 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to San Miguel Ponta Delgada**

Date Friday July 2nd 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		Vessel Stopped	North		
	2		Repairs proceeding	"		
	3		"	"		
	4		"	"	4	29.98
	5		"	"		
3077	6		"	"		
	7		"	"		
	8		"	"	4	30.00
	9		"	"		
	10		"	"		
	11		"	"		
	12	0	S23W	"	4	30.03

Latitude 40°25'N Longitude 24°43'W Current: Set—858E Drift—26 miles

	P.M.					
	1		S26W	NNE		
	2		"	"		
3078	3		"	"		
	4	31	"	"	4	30.04
	5		"	"		
	6		"	"		
	7		"	"		
	8	59	"	"	4	30.03
	9		"	"		
	10		"	"		
	11		S23W	"		
	12	93	"	"	4	30.10

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo Attended to

Claimant's Exhibit E-2.

A.M.—s/s Stopped B. T. Regulations attended to 3079
4—Moderate wind & sea & Clear weather s/s rolling heavily
Steamer Stopped, Engineers Repairing Engines Officers Assisting
8—Similar weather & Condition s/s rolling heavily
Steamer Stopped, Repairs proceeding continuously
11.30—Engines Temporarily Repaired
11.45—Engines Full speed ahead Set Course S32W Set Log
Moderate wind & sea & clear weather
P.M.
12.50—a/c S26W 3080
4—Moderate following wind & sea & Clear weather
8—Similar Wind & Weather Continues
10—a/c S23°W
Midnight—Conditions Remain Unchanged

3081

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3082 **LOG OF THE S. S. "WILLDOMINO" from Lisbon to San Miguel Ponta Delgada**

Date Saturday July 3rd 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		S23°W	NNE		
	2		"	"		
	3		"	"		
	4	117	"	NE	3	30.08
	5		"	"		
	6		"	"		
3083	7		Various	"		
	8		"	"	3	30.12
	9		"	"		
	10		"	"		
	11		"	"		
	12		Pilots Orders	"	3	30.15
	P.M.					
	1					
	2					
	3					
	4		Ponta Delgada			
	5					
3084	6		St Miguel			
	7					
	8					
	9					
	10					
	11					
	12					

(Anchor lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly Attended to

Claimant's Exhibit E-2.

A.M. 3085

4—Gentle breeze moderate sea & Clear weather

8—Similar weather & Conditions Continue

Noon—Stopped & received Ponta Delgada Pilot & proceeded into Harbour

Moderate wind Smooth sea & Clear weather

P.M.

12.50—Let go Stbd Anchor & slacked astern, finished with Engines

2—All moored fore & Aft to Buoys & mooring Chain Fore & Aft

Day ends with mod Northerly wind & fine weather

Quartermasters on duty day & night 3086

3087

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3088 **LOG OF THE S. S. "WILLDOMINO" from Lisbon at Ponta Delgada**

Sunday 4th July 1920

A.M.—Moderate Northerly wind & fine Weather
s/s waiting for Repairs, Oil, Coal & Water
Filled up Fresh Water Tanks this day
Day ends with mod wind & fine weather
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to
Quartermasters on duty day & night

3089

Monday 5th July 1920

A.M.—Light Nly wind & Small Rain
Lloyds surveyors surveyed Engine damage this day
Engineers receiving Fresh Water for Boilers
10.30—Commenced Bunkering from Lighters using 2 Winches & Continued Bunkering all Day
Crew painting Bo' Topping & figures etc.
P.M.
9.30—Finished Bunkering
Day ends with moderate wind & fine weather
3099 Quartermasters on duty day & night
(Anchor lights burning sunset to sunrise)
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Bunkers attended to

Claimant's Exhibit E-2.

Tuesday 6th July 1920 3091

A.M.—Light Breeze & fine weather
s/s At Anchor undergoing Engine Repairs on shore
Crew busy painting Bo' Topping Etc.
Day ends with Light Nly wind & fine weather
Tanks & Bilges sounded A.M. & P.M.
Ventilations of Holds & Bunkers strictly attended to
Quartermasters on duty day & night

Wednesday 7th July 1920

3092

A.M.—Light Breeze & misty Rain
s/s At Anchor undergoing machinery repairs Etc.
Crew employed painting ship White inside
P.M.
1—Crew exercised at Boat Drill
Day ends with Light Airs & fine weather
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to
Quartermasters on duty day & night
Ship & moorings carefully attended to

3093

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3094 **LOG OF THE S. S. "WILLDOMINO" from Lisbon at Ponta Delgada**

Thursday 8th July 1920

A.M.—Moderate NE wind & Rain
s s At Anchor undergoing Engine Repairs
Received 12 Barrels of Oil for Engineers
Crew painting ship White Etc.
Filled up fresh water Tanks this day
Day ends with moderate wind & fine Weather
Tanks & Bilges sounded A.M. & P.M.
3095 Ventilation of Holds & Cargo strictly attended to
Quartermasters on duty day & night

Friday 9th July 1920

A.M.—Moderate N. Wind & Rain
s/s awaiting engine repairs on shore
P.M.
3—All repairs back again to ship Engineers fixing same
3.45—Received pilot & boatmen & singled up moorings
4.15—Engineer Reported burst pipe in Engine Room & unable to proceed to sea
3096 4.30—Replaced moorings s/s at Anchor waiting for new copper steam pipe being made on shore
Day ends with light wind & fine Weather
Quartermasters on duty day & night
Tanks & Bilges sounded A.M. & P.M.
Ventilations of Holds & Cargo strictly attended to
Drinking water last filled: Ponta Delgada

Claimant's Exhibit E-2.

3097

3098

3099

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3100 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date July 10th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1			West		
	2			"		
	3			"	3	
	4			"		29.98
	5			"		
	6			"		
3101	7			"		
	8			"	3	29.98
	9			"		
	10			"		
	11			"		
	12			"	3	29.98
	Latitude-Longitude		Ponta Delgada			
	P.M.					
	1			W		
	2			"		
	3			"		
	4			"	3	29.98
3102	5			"		
	6			"		
	7		Var	"		
	8			"	3	29.97
	9			"		
	10		N52W	"		
	11		"	"		
	12	20	"	"		29.94

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M.—Moderate wind & fine Clear Weather 3103
Vessel still waiting for new steam pipe
Noon—Vessel still waiting for new Steam pipe
P.M.
6—Received repairs from shore, Engineers fixing same
6.30—Received pilot & singled up moorings
7.40—Hove up Anchor. Let off moorings & proceeded to sea
8—Discharged Pilot & proceeded Full speed. Fine Weather
9.30—Ferrarira Pt Lt Abeam dist 4 miles Streamed Log (0) a/c N52W
Midnight—Gentle Breeze Smooth sea & Clear weather 3104

3105

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3106 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Sunday July 11th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N52W	West		
	2		"	"		
	3		Vessel Stopped	"		
	4	35	for Engine	"	3	29.92
	5		Repairs	"		
3107	6		"	"		
	7		"	"		
	8		"	"	2	29.94
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"	2	29.94

Latitude 37°43'N Longitude 26°27'W Course Various Distance 40 miles Speed 6.6K Running Time 6H-0m

	P.M.					
	1		Vessel Stopped	West		
3108	2		Various	"		
	3		"	"		
	4	48	N52W	"	2	29.94
	5		"	WNW		
	6		"	"		
	7		"	"		
	8	77	"	"	3	29.92
	9		"	"		
	10		"	W		
	11		"	"		
	12	108	"	"	2	29.93

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3109
2—Vessel Stopped for Engine Repairs
4—Gentle breeze Smooth sea & fine clear weather
Vessel stopped, Engineers busy repairing Engines
8—Vessel Stopped & Drifting, Engineers Repairing Engines
Light Airs Smooth sea & fine Clear Weather
Noon—s/s still Stopped. Engineers Effecting repairs. Smooth sea & fine Wr.
Stopped 18 hours up to noon.
P.M.
12.50—slow ahead
12.55—Full ahead, Engine Repairs Effected 3110
1.6—Engines put slow ahead, steering gear went wrong, Engineers busy repairing Steering Engine
3.20—Steering Gear Repairs Effected Engines Full speed, Set Course N52W
Light Airs Smooth sea & Clear weather
8—Gentle Breeze Smooth sea & Clear weather
Midnight—Similar Weather & Conditions

3111

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3112 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Monday July 12th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N52°W	NNW		
	2		"	"		
	3		"	"		
	4	134	"	"	3	29.98
	5		"	"		
3113	6		"	"		
	7		"	"		
	8	160	"	"	3	29.92
	9		"	"		
	10		"	"		
	11		"	"		
	12	189	"	"	3	29.97

Latitude 38°19′N Longitude 29°24′W Course N76°W Distance 144 miles Speed 6.03K Running Time 23H-22m

	P.M.					
	1		N52W	NNW		
3114	2		"	"		
	3		"	"		
	4	27	"	"	2	29.95
	5		"	"		
	6		"	"		
	7		"	"		
	8	58	"	"	2	29.92
	9		"	"		
	10		"	"		
	11		"	SW		
	12	88	"	"	2	29.93

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

3115

A.M.
4—Gentle Breeze, Smooth sea, & Clear & Cloudy Weather
8—Similar Weather & Conditions
Noon—Gentle Breeze, Smooth sea, & Clear Weather
Stopped 50′, slow ahead 2 Hrs. 19′—up to Noon
P.M.
4—Light Airs, Smooth sea & Clear weather
8—Similar Weather & Conditions
Midnight—Light Airs, Smooth sea & Clear Weather

3116

3117

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3118 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Tuesday July 13th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N52°W	SW		
	2		"	"		
	3		"	"		
	4	117	"	"	3	29.86
	5		"	WNW		
3119	6		"	"		
	7		"	"		
	8	146	"	"	2	29.90
	9		"	"		
	10		"	"		
	11		"	"		
	12	176	"	"	2	29.90

Latitude 38°59'N Longitude 33°8'W Course N77°W Distance 181 miles Speed 7.46K Running Time 24H-15m

	P.M.					
	1		N52°W	North		
3120	2		"	"		
	3		"	"		
	4	28	"	"	3	29.91
	5		"	"		
	6		"	"		
	7		"	"		
	8	59	"	"	3	29.92
	9		"	"		
	10		"	"		
	11		"	"		
	12	90	"	"	3	29.93

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3121
4—Gentle Breeze, Smooth sea, & Clear & Cloudy Weather
8—Similar Weather & Conditions
Noon—Light Airs, Smooth sea & Clear Weather
P.M.
4—Gentle breeze, Smooth sea & Clear Weather
8—Weather & Conditions Remain Unchanged
Midnight—Gentle Breeze, Smooth sea, & Clear Weather

3122

3123

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3124 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Wednesday July 14th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N52°W	North		
	2		"	"		
	3		"	"		
	4	120	"	"	3	29.94
	5		"	"		
3125	6		"	"		
	7		"	"		
	8	146	"	"	2	29.97
	9		"	"		
	10		"	"		
	11		"	"		
	12	174	"	"	2	30.00

Latitude 39°38′N Longitude 36°50′W Course N77°W Distance 175 miles Speed 7-21K Running Time 24H-15m

	P.M.					
	1		Vessel Stopped	WNW		
3126	2		N52W	"		
	3		"	"		
	4	12	"	"	3	29.96
	5		"	"		
	6		"	"		
	7		"	"		
	8	36	"	"	3	29.92
	9		"	"		
	10		"	"		
	11		"	"		
	12	61	"	"	3	29.93

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3127
4—Gentle Breeze, Smooth sea, & Clear Weather
8—Light Breeze, Smooth sea & Clear Weather
Noon—Similar Weather & Conditions continue
Vessel Stopped for Engine purposes
P.M.
1-5—Engine repairs effected, Engines Full ahead
4—Gentle breeze, Smooth sea & Clear weather
8—Similar Wind & Weather Continues
Midnight—Conditions Remain Unchanged

3128

3129

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3130 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Thursday July 15th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N52°W	WNW		
	2		"	"		
	3		"	"		
	4	87	"	"	3	29.91
	5		"	"		
	6		"	"		
3131	7		"	"		
	8	115	"	"	2	29.92
	9		"	"		
	10		"	"		
	11		"	"		
	12	141	"	"	2	29.91

Latitude 40°4′N Longitude 39°38′W Course N78°W Distance 131 miles Speed 5.67K Running Time 23H-6m

	P.M.					
	1		N45°W	WNW		
	2		"	"		
3132	3		"	"		
	4	21	"	"	3	29.92
	5		"	"		
	6		"	"		
	7		"	"		
	8	42	"	"	3	29.95
	9		"	"		
	10		"	"		
	11		"	"		
	12	66	"	"	3	29.98

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3133
4—Gentle Breeze, Smooth sea, & fine Clear weather
8—Light breeze, Smooth sea, & Clear weather
Noon—Similar Wind, Weather & Condition a/c N45W
P.M.
4—Gentle Breeze, Smooth sea & Clear weather
4.53—Vessel stopped
5—Full ahead. Engine Repairs Effected
8—Gentle Breeze, Smooth sea & Clear weather
Midnight—Similar Wind, Weather & Conditions

3134

3135

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3136 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Friday July 16th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N45°W	NW		
	2		"	"		
	3		"	"		
	4	94	"	"	2	30.00
	5		"	"		
	6		"	"		
3137	7		"	"		
	8	122	"	"	2	30.03
	9		"	"		
	10		"	"		
	11		"	"		
	12	150	"	"	2	30.07

Latitude 40°38′N Longitude 42°11′W Course N74°W Distance 122 miles Speed 5.07K Running Time 24H-3m

	P.M.					
	1		N30°W	WNW		
	2		"	"		
3138	3		"	"		
	4	49	"	"	3	30.06
	5		"	"		
	6		"	"		
	7		"	"		
	8	58	"	"	3	30.06
	9		"	"		
	10		"	"		
	11		"	"		
	12	88	"	"	2	30.10

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3139
4—Light Airs, Smooth sea & Clear weather
8—Similar Weather & Conditions
Noon—Smooth — Fine — & Clear Weather a/c N30°W
(Stopped 7′ up to noon)
P.M.
4—Gentle Breeze, Smooth sea & Clear weather
8—Similar Weather & Conditions
Midnight—Light Airs, Smooth sea & Clear weather

3140

3141

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3142 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Saturday July 17th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer	Temperature Air	Water
	1		N30°W	North				
	2		"	"				
	3		"	"				
	4	115	"	"	3	30.11		
	5		"	N.W.				
3143	6		"	"				
	7		"	"				
	8	142	"	"	3	30.13		
	9		"	W				
	10		"	"				
	11		"	"				
	12	170	"	"	3	30.21		

Latitude 42°32'N Longitude 45°17'W Course N51°W Distance 181 miles Speed 7.48K Running Time 24H-12m

	P.M.							
	1		N30W	SW				
3144	2		"	"				
	3		"	"				
	4	28	"	"	3	30.11		
	5		"	"				
	6		"	"				
	7		"	"				
	8	59	"	"	3	30.06		
	9		"	"				
	10		"	"			64°	58°
	11		"	"			61	58
	12	87	"	"	3	30.01	60	58

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3145
4—Gentle Breeze, Smooth sea & Clear weather
8—Similar weather & Conditions
Noon—Conditions Remain Unchanged
P.M.
4—Gentle Breeze, Smooth sea & Clear Weather
8—Similar Weather & Conditions
9.30—Set in Foggy. Fog Regulations attended to
Midnight—Gentle Breeze Smooth sea & Fog. Regulations attended to.

3146

3147

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3148 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Sunday July 18th 1920

Hour	Log	Course	Wind		Barometer	Temperature	
A.M.		Stand.	Direct	Force		Air	Water
1		N30°W	SW			61°	57
2		"	"			60	57
3		"	"			60	57
4	112	"	"	3	29.96	60	56
5		"	"			59	56
6		"	"			59	56
3149 7		"	"			59	56
8	136	"	W	3	29.98	59	57
9		N45N	"			58	56
10		"	"			57	56
11		"	"				
12	161	"	"	3	30.00	58	56

Latitude 44°15'N Longitude 48°15'W Course N48°W Distance 194 miles Speed 8.01K Running Time 24H-12m

P.M.							
1		N45°W	NW				
2		"	"				
3150 3		"	"			54°	50°
4	24	"	"	2	30.02		
5		"	"			55°	49°
6		"	NNE				
7		"	"				
8	52	"	"		30.03		
9		"	"	2			
10		"	SW				
11		"	"				
12	81	"	"	2	30.00	55	48

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M.—Foggy Weather. Fog Regulation attended 3151
4—Gentle Breeze, Smooth sea & Fog. B. T. Regulations attended to
8—Similar Weather & Fog. Regulations attended to
Noon—Gentle Breeze Moderate sea, & passing Fog banks
P.M.
4—Light airs, moderate sea & passing Fog banks
8—Light Airs, Slight swell, & Clear Wr. Sky Overcast
Midnight—Similar Weather & Conditions

3152

3153

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3154 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Monday July 19th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N45°W	SW		
	2		"	"		
	3		"	"		
	4	106	"	"	2	30.02
	5		"	"		
	6		"	"		
3155	7		"	"		
	8	134	"	"	3	30.05
	9		"	"		
	10		"	"		
	11		"	"		
	12	162	"	"	3	30.04

Latitude 45°26'N Longitude 52°4'W Course N66°W Distance 177 miles Speed 7.71K Running Time 24H-15m

	P.M.					
	1		N45°W	West		
	2		"	"		
3156	3		"	"		
	4	27	"	"	2	30.05
	5		"	"		
	6		"	"		
	7		"	"		
	8	55	"	"	2	30.03
	9		N50W	"		
	10		"	"		
	11		"	"		
	12	84	"	"	2	30.00

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo attended to

Claimant's Exhibit E-2.

A.M. 3157

4—Gentle Breeze, Smooth sea, & Clear weather

8—Similar wind & weather continues

8.45—Set in Dense Fog B. O. T. Regulations complied with

Noon—Took Cast of Lead 42 fathms S.S.

Gentle Breeze, Smooth sea, & Fog. Regulations attended to

P.M.

1.30—Fog lifted

2.20—Set in Dense Fog B O T Regulations attended

4—Light Breeze, Smooth sea, & Fog. Regulations attended to 3158

5—Cast of lead 55 fthms Shell Log 34

6.55—Fog lifted, Engines Full Speed

8—Light Breeze. Smooth sea & Clear Wr. Sky Cloudy.

9—a/c N50°W

Midnight—Light Breeze, Smooth sea & Clear weather

3159

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3160 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Tuesday July 20th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N50°W	SW		
	2		"	"		
	3		"	"		
	4	114	"	"	2	29.97
	5		"	"		
	6		"	"		
3161	7		"	"		
	8	142	"	"	4	29.98
	9		"	"		
	10		N62°W	"		
	11		"	"		
	12	168	"	"	2	29.84

Latitude 46°8'N Longitude 55°28'W Course N74°W Distance 152 miles Speed 6.27K Running Time 24H-14m

	P.M.					
	1		N62°W	SW		
	2		"	"		
3162	3		"	"		
	4	21	"	"	4	29.78
	5		"	"		
	6		"	"		
	7		"	"		
	8	43	"	"	5	29.70
	9		"	"		29.68
	10		"	"		29.65
	11		"	"		29.62
	12	62	"	"	6	29.59

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3163

4—Light Airs Smooth Sea & passing rain & clear weather

8—Moderate wind & sea & Rain Sky overcast

9—Set in Fog—B. T. Regulations attended, Engines eased

9.40—Cast of lead 71 fthms Rocks Log 153

Noon—Cast of lead 50 fthms P. Log 168

Light Airs Smooth sea—Foggy Wr. B. T. Regulations attended to

P.M.

2—Cast of Lead 37½ fthms Log 10

4—Moderate wind & sea & Foggy weather
B. T. Regulations complied with 3164

6.10—Took cast of lead 33 fthms G. S. Log 34

8—Fresh Breeze Moderate sea & hazey sea & misty weather

10—Cast of Lead 32 fthms P. S. Log 52

Midnight—Strong Breeze & Rough Sea & Foggy weather
B. T. Regulations Complied with

3165

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3166 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Wednesday July 21st 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		N62°W	SW		
	2		N65W	"		
	3		"	WSW		
	4	76	"	"	6	29.61
	5		"	"		
	6		"	"		
3167	7		"	"		
	8	92	"	"	6	29.66
	9		"	"		
	10		"	"		
	11		"	"		
	12	110	"	"	4	29.72

Latitude 46°28'N Longitude 58°6'W Course N80W Distance 115 miles Speed 4.76K Running Time 24H-10m

	P.M.					
	1		N72°W	WSW		
	2		"	"		
3168	3		"	"		
	4	29	"	SW	4	29.72
	5		"	"		
	6		"	"		
	7		"	"		
	8	53	"	"	4	29.70
	9		"	"		
	10		"	"		
	11		"	"		
	12	77	"	"	2	29.68

(Running lights burning sunset to sunrise)

Tanks & Bilges Sounded A.M. & P.M.
Ventilation of Holds & Bunkers & Cargo attended to

Claimant's Exhibit E-2.

A.M. 3169

2—Took Cast Patent Sounder 26 fthms Log 69 a/c N65°W

4—Strong breeze, rough sea & Foggy weather B. T. Regulations complied with

6.15—Cast of lead 100 fthms No Bottom Log 84

7.30—Fog Lifted Engines Full speed

8—Strong breeze Moderate sea & Clear weather

10—Wind & sea Moderating gradually

Noon—Moderate wind & sea & hazey weather a/c N72°W

P.M.

4—Moderate wind & sea & Clear weather 3170

8—Similar Weather & Conditions

8.30—Fog Set in B. T. Regulations attended to

Midnight—Light Airs Moderate Sea & Foggy Weather B. T. Regulations attended to

3171

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3172 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Thursday July 22nd 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		N30°W	SW		
	2		"	"		
	3		S5°E	"		
	4	104	S2°E	"	4	29.62
	5		"	"		
	6		S20°W	"		
3173	7		Various	"		
	8	132	"	"	4	29.62
	9		"			
	10		"			
	11		At North Sydney			
	12					

Latitude-Longitude Sydney C-B. Course Various Distance 120 miles Speed 5.54K Running Time 21H-39m

	P.M.	
	1	At North Sydney
	2	"
3174	3	"
	4	"
	5	"
	6	"
	7	South Sydney
	8	"
	9	"
	10	"
	11	"
	12	"

(Anchor lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M. 3175
2.20—a/c S5°E
3.20—a/c S2°E
4—Moderate wind Smooth sea & Hazey Horizon
5.35—a/c S29W Log 17
8—Similar Weather & Conditions—Log Hauled in
9.30—Received Pilot & proceeded
10.30—Came to Anchor off North Sydney Stbd Anchor 45 fthms Chain
10.45—Received Pratigue Finished with Engines
Moderate wind & fine Weather at Noon.
Receiving about 10 Tons Fresh Water for Deck purposes 3176
P.M.
5.15—Commenced heaving up Anchor again
5.30—Anchor up & proceeded towards South Sydney Pilot directing
6.40—Came to Anchor off Sydney awaiting Bunker berth Stbd Anchor 45 fthms Chain
Day ends with mod wind & fine weather
Quartermasters on duty day & night
Ship & moorings & lights attended to

3177

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3178 **LOG OF THE S. S. "WILLDOMINO" from Ponta Delgada to Sydney C-B.**

Date Friday July 23rd 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1					
	2		At Sydney			
	3					
	4		Bunkering			
	5		"			
3179	6		"			
	7		"			
	8		"			
	9		"			
	10		"			
	11		"			
	12		At Anchor			
	P.M.					
	1			SSW		
	2		S47°E	"		
	3		S34E	"		
	4	13	"	"	3	29.68
	5		Various	"		
3180	6		S57W	"		
	7		"	"		
	8	41	S70W	SSE	5	29.60
	9		South	"		
	10		S65W	"		
	11		"	"		
	12	68	"	"	3	29.54

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

A.M.—Light S-W. wind & fine weather s/s At Anchor 3181
8.30—Received pilot & Tug & Commenced heaving up Anchor
9.5—Anchor up & proceeded towards Coal Spouts
9.30—2nd Tug assisting into berth
10—All moored at Bunker spouts & Commenced Bunkering
10.45—Finished Bunkering
10.55—Received pilot & Tug. Singled up moorings.
11.20—Cast off moorings & left the wharf
11.45—Came to Anchor in stream off Sydney Stbd Anchor
45 fthms chain. Finished with Engines 3182
P.M.
12.45—Received Pilot & commenced heaving up Anchor
1.1—Engines Full ahead Anchor up
1.50—Discharged pilot & proceeded Full ahead
2.25—Flat Point Abm dist ¾′ Set Log & Course S47°E
3.42—a/c S34°E
Gentle Breeze Smooth sea & Clear weather
4.30—Flint Isld Abm W/N dist ¾′ Log 16
5.45—Seatari Lt Hs Abm W dist 4′ Log 26 a/c S57°W
8—Fresh Breeze Moderate sea & Hazey Weather a/c S70°W
8.15—Set in Dense Fog B. T. Regulations attended to a/c South 3183
9—a/c S65°W Log 48
Gentle Breeze Moderate sea & Dense Fog. B. T. Regulations complied with

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3184 **LOG OF THE S. S. "WILLDOMINO" from Sydney C-B to Halifax N-S**

Date Saturday July 24th 1920

Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
1		S65°W	WSW		
2		"	"		
3		"	"		
4	92	S65°W	"	4	29.51
5		S87°W	"		
6		"	"		
3185 7		"	"		
8	109	Various	"	4	29.44
9			"		
10	O. F. Lat 45°-17'N		"		
11	Long 60°-57'W		"		
12			"	4	29.29
Latitude 45-15N Longitude 60°54 W					
P.M.					
1		At Anchor	SSW		
2		"	"		
3		S75°W	"		
4		"	"	5	29.28
5		"	"		
3186 6		s/s unmanageable At Anchor	"		
7		"	"		
8		"	"	5	29.27
9		"	"		
10		"	"		
11		"	"		
12		"	SW	5	29.29

(Anchor lights burning sunset to sunrise)
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo attended to
Holds & Bilges Sounded Every Hr during Nights by Officer & showed no Increased of Water

Claimant's Exhibit E-2.

A.M.—Dense Fog. Engine room Telegraph at Stand by. 3187
4—Moderate wind & Dense Fog. Moderate sea. B. T. Regulations attended Engines going at Reduced speed
4.30—Took Cast patent Sounder 91 fthms M & S Log 93 a/c S87°W
6.30—In dense fog & reduced speed, steamer suddenly struck submerged object end on, Put Engines Full astern & backed off & sounded ships Tanks & Bilges & found Fore Peak filling & No I Hold 18 ft Stbd & 21 ft Water Port side took cast of lead & found 10 fathoms Water. Swung Out Lifeboats.
8—Courses Various, Water Stationary, Engines going at Reduced speed. Mod sea & Fog 3188
10.30—Cast of lead 36 fthms
10.40—Came to Anchor, mod sea & Dense Fog
Noon—Moderate wind & sea & dense Fog s/s At Anchor
Tanks & Bilges sounded every Hr. & Water leakage remains stationary
P.M.
2.15—Hove up Anchor, & proceeded slow ahead
2.25—Full ahead
2.45—Streamed log Set Course S75°W
4—Fresh Breeze Rough sea & Dense Fog & Rain. B. T. Regulations attended 3189
Tanks & Bilges carefully watched & water found stationary
5—Cast of lead 50 fthms stones & rocks Log 3
5.20—Stopped steamer & let her drift, she wouldn't steer a Course
6—Came to Anchor in 32 fthms water 6 shackles stbd anchor
8—Fresh Breeze mod sea & Clear Wr. s/s At Anchor No I Hold soundings remaining same as 7 P.M. Position by D. R. Gaunet Pt Bore S30E 7 miles & Cranbery Isld Lt bore North 14°E.
9.45—Thick Fog & Rain Set in
Soundings in No I Hold remaining the same
Fresh S. W. Wind mod sea & Foggy weather

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3190 **LOG OF THE S. S. "WILLDOMINO" from Sydney C-B to Halifax N-S**

Date Sunday July 25th 1920

	Hour	Log	Course	Wind		Barometer
	A.M.		Stand.	Direct	Force	
	1		At Anchor	SW		
	2		"	"		
	3		"	"		
	4		"	"	6	29.28
	5		"	WSW		
3191	6		"	"		
	7		"	"		
	8		"	"		29.32
	9		"	WNW	6	
	10		"	"		
	11		"	"		
	12		"	"	3	29.32
	P.M.					
	1		At Anchor	Wly		
	2		"	"		
	3		"	"		
	4		"	"	4	29.40
	5		"	"		
3192	6		"	"		
	7		"	"		
	8		S75W	"		29.46
	9		"	"		
	10		s/s Lady "Laurier" Convoying	"		
	11		S87W	"		
	12	13	"	"		29.46

(Running lights burning sunset to sunrise)

Tanks and Bilges Sounded A.M. & P.M.
Ventilation of Holds and Cargo Carefully Attended to
Damaged Tanks Carefully watched every Hour

Claimant's Exhibit E-2.

A.M.—Tanks & bilges sounded every hour by officer of watch and water found not to be increasing in ship. 3193

3.15—Cast of lead 36 fathoms of water.

4—Strong breeze heavily wly sea and dense fog B T Regulation complied with. Tanks and bilges sounded every hour and showed slight decrease water in No. 1 Hold.

8—Strong wind and fog. Similar wth and conditions. S/S at anchor B T Regulations complied with.

10.15—Commenced heaving up anchor.

10.45—Anchor up.

10.45—Came to anchor again for engine trouble. Engineers fixing same, tanks and bilges sounded and remain the same with no increase of water. 3194

Gentle breeze mod. and strong breeze mod. sea and foggy weather.

P.M.

3.40—Engines repaired, but unable to go astern.

Received radio tug leaving for our assistance.

Tanks and bilges sounded and found water to remain steady.

4—Moderate wind, heavy hd. swell and dense fog B. T. Regulations attended.

6.30—Fog lifted. Sky clearing.

8—Strong breeze heavy hd. sea and clear weather. Commenced heaving anchor. 3195

8.15—Anchor up and proceeded full speed, set course S75°W.

8.30—Cranberry Lt. Bore N19°E dist 10′ Log 0.

10.30—S/S Lady Laurier convoying steamer, Set course S87°W.

Tanks and bilges sounded and water found stationary in No. holds.

Moderate wind heavy head swell and clear weather.

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3196 **LOG OF THE S. S. "WILLDOMINO" from Sydney C-B to Halifax N-S**

Date Monday July 26th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		S87°W	WSW		
	2		s/s Lady Laurier			
			Convoying	W		
	3		"	"		
	4	28	"	"	2	29.43
3197	5		Various	"		
	6		following convoy	"		
	7		"	"		
	8	44	"	"	4	29.50
	9		"	"		
	10		"	"		
	11		"	"		
	12		At Anchor	"		29.51
	Latitude-Longitude Beaver Island N. S.					
	P.M.					
	1		At Anchor	West		
	2		"	"		
	3		Proceeded in Tow	"		
3198	4		of s/s Lady Laurier	"	2	29.54
	5		Courses Various	"		
	6		"	"		
	7		"	"		
	8		"	"	4	29.56
	9		"	"		
	10		"	"		
	11		"	"		
	12		"	"	2	29.59

(Running lights burning sunset to sunrise)

Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo attended to
Water in Holds remaining constant.

Claimant's Exhibit E-2.

A.M. 3199

2.50—Country Isld Lt Abm dist 5½ miles Log 24

3.15—Country Isld Lt Buoy Abm dist 2 miles Log 25½ Tanks & Bilges sounded twice during Watch & found to remain the same

4—Light Breeze, Mod SW Swell & Fine weather Convoyed by s/s "Lady Laurier"

6.30—Gas Buoy off Liscombe Abm N¼ dist 1 mile Log 38

7—s/s Scotia Came Alongside

7.30—Spoke Scotia But didn't require his assistance

8—Moderate wind, heavy head swell, & fine Clear weather Vessel pitching heavily & following Convoy s/s Lady Laurier 3200

11.5—Came to Anchor off Beaver Isld to connect up Tow

Noon—Moderate wind & sea & fine clear Wr. s/s at anchor

P.M.

1.30—Lady Laurier moved into position to connect up tow

2.15—Tow lines all fast, Commenced Heaving up Anchor

2.30—Stbd Tow line Broke, "Convoy's Rope s/s Lady Laurier"

3.30—Proceeded Full ahead on One Tow line & using main Engines

4—Mod SW Swell & fine Clear weather, Vessel In Tow 3201

5.7—Sheet Rock buoy abm 186W

5.17—Sheet Rk & Sheet Rk buoy N13E Beaver Isld Bore N57E

8—Moderate wind & swell & Clear Weather Courses Various s/s In Tow

10.45—Sambro Lt Bore West

Midnight—Light Airs Mod sea & fine Clear weather Vessel in Tow of Lady Laurier

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3202 **LOG OF THE S. S. "WILLDOMINO" from Sydney C-B at Halifax Nova Scotia**

Tuesday July 27th 1920

A.M.—Vessel proceeding in Tow for Halifax
Light Wly wind & fine weather
0.15—Stopped for Pilot
0.30—Received Pilot & proceeded into Halifax
1.50—Stop Engines
2.12—Came to Anchor in Halifax Hrbr 45 fthms chain Stbd Anchor & commenced letting go Tow Ropes
3203 2.40—Hove in Tow Ropes & discharged "Lady Laurier" Tug
10.20—Received Wreckage Boat "Maggie Marshall" and surveyors alongside & prepared to examine damaged plates
10.40—Diver went down to inspect Damage
11.20—Diver up & made report to Surveyors

P.M.
1—Wreck Boat & party departed
Received for E. P. 50 Tons of Fresh Water
3.10—Lighter of coal alongside
3.30—Commenced Bunkering
3204 Water in Holds & Damages Plates carefully watched
Mod wind & fine weather all day long
9—Finished Bunkering
Quartermasters on duty day & night
(Anchor lights burning sunset to sunrise)

Claimant's Exhibit E-2.

Wednesday July 28th 1920 3205

Light Nly wind & fine weather s/s At Anchor
Water in Holds & Bilges remaining stationary
Received 16 Tons of Fresh Water for drinking (Balance for Engineers)
12.30—Received Pilot & 3 Tugs & Hove up Anchor & proceeded towards Furness's Wharf to shift Cargo
1.50—All moored in berth alongside quay
2.55—Commenced discharging Cargo at No 1 & No II & Reloading same at No 4 & No 5 Holds four shore winchmen 3206
5—Stopped for Tea
7—Resumed again
Midnight—Stopped discharging for Lunch hour
Day ends with Light wind & fine Clear weather
Quartermasters on duty day & night

Thursday July 29th 1920

A.M.
1—Labourers resumed shifting Cargo from No 1 & No II to No 4 & No 5
7—Stopped work for Lunch
8—Resumed work again
Light wind & fine clear weather 3207
11—Ceased discharging at No 1 for the day
P.M.
1—Commenced taking in more Bunkers
4—Commenced taking in Fresh Water for Engine Purposes
5—Finished loading at No 4 Hold & went to Tea
7—Resumed shifting Cargo from No 2 to Bunker & No 3 Hatch
11—Ceased all work for the day
Quartermaster on duty Day & night. Tanks & Bilges Carefully attended to

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-2.

3208 **LOG OF THE S. S. "WILLDOMINO" from Sydney C-B at Halifax N-S**

Friday July 30th 1920

A.M.—Light wind & fine weather
7—Resumed Reloading cargo from Shed at No. 5 & Bunker
3—Shore winchmen employed driving winches
7—Resumed taking in Bunker Coal.
Salvage People from s/s Maggie Marshall shoring up No. 1 Bulkhead in No. 2
11.45—Finished loading at No 3 Hold.
3209 Noon—Ceased work for dinner
P.M.
1—Resumed again. All hatches finished except No. 2 Hold
1.30—Commenced putting Cork on After Deck
5—Finished Bunkering and Finished Cork on After deck
7—Started on taking on Stone Ballast on After Deck
9.15—Ceased All work for the day

Saturday July 31st 1920

A.M.
7—Resumed taking on Ballast
3210 8—Finished Ballast 400 Tons
Continued trimming same till 10 A.M. (Shore Labor)
Salvage people working all day at No I Bulkhead till 9 P.M.
Received New York Pilot on Board
Also Standard Compass from the Opticians
Moderate wind & Rain during the afternoon
Crew sending down derricks & Preparing Ship for sea
3 to 4—Crew taking Stores on Board (Sea Stock)
Day ends with mod wind & misty weather
Quartermasters on duty day & night
Water in Tanks & Bilges remaining Stationary
Tanks & Bilges Carefully Watched
Ventilation of Holds & Cargo strictly attended to

Claimant's Exhibit E-2.

Sunday August 1st 1920 3211

A.M.—Moderate Wind & Rainy Weather
8—Salvage people resumed putting up shores on No 1 Bulkhead in No 2 Hold
No other work at ship this day
Noon—Finished shoring up Lower Bulkhead
P.M.
1—Resumed at No II Hold putting Steam Pump down Hold
5—Finished putting Pump down Hold, Ceased work for the day
Day ends with Strong wind & Rain 3212
Water in Holds & Bilges Carefully watched All day long
Quartermasters on night duty. Cargo properly ventilated

Monday August 2nd 1920

A.M.—Strong wind & heavy rain
7—Shore Gang 12 men securing Lemons in No II Hold
Noon—All Cargo secured
P.M.
1.50—Received Pilot & 2 Tugs, Unmoored & left the wharf & proceeded down Harbour to Georges 3213
Isld & adjusted Compasses
4.15—Came to Anchor in River, waiting for Tugs
Received 2 Pumpmen on board to attend Pump in No II Hold
6—Received Ocean Tug Balbridge alongside, busy taking Wire Bridles on board for Towing purposes till 7 P.M.
s/s at Anchor in River. Anchor watches Kept.
Day ends with mod wind & dense Fog.
Drinking water last filled: Halifax

J. THIRKELL, Chief Officer J. BEEBY, Master

3214

Cover of Claimant's Exhibit E-3.

3215

VOYAGE 4 HOMEWARD CONTINUED from
HALIFAX N. S. to NEW YORK.

WILLIAMS STEAMSHIP CO., INC.

CHIEF OFFICER'S LOG BOOK—

STEAMSHIP "WILLDOMINO"

3216

3217

Claimant's Exhibit E-3

WILLIAMS S. S. CO., INC.

CHIEF OFFICER'S LOG BOOK
OF THE
STEAMSHIP "WILLDOMINO" of Halifax, N. S.

Tons Registered 4173 Registered No. 141302

ON A VOYAGE

3218

From Halifax, N. S.
To New York

———

Draught
of water leaving .....forward .... aft ....
" arriving at New York forward 14'-6" aft 18'-6"

3219

Claimant's Exhibit E-3.

3220 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S to New York**

Date Tuesday August 3rd 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	9		Vessel in Tow	S		
	10		Various	"		
	11	0	"	"		
	12	9	"	"	2	29.79

Latitude 44°25'N Longitude 63°18'W Course Various
3221 Distance 9 Speed 6.76K Running Time 1H-20m

	P.M.					
	1		s/s in Tow	SW		
	2		S68W	"		
	3	24	"	"		
	4	33	"	"		29.82
	5		"	WSW		
	6		"	"		
	7		"	"		
	8	56	"	"		29.90
	9		"	"		
	10		"	"		
	11		"	"		
3222	12	81	"	NW		29.96

(Running lights burning sunset to sunrise)

Water in Holds & Bilges (No. I) Carefully watched
Ventilation of Holds & Cargo strictly attended to
Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-3.

A.M.—Light SSE wind & Dense Fog 3223
s/s at Anchor in River, waiting for Fog to lift
8.30—Commenced heaving up Anchor
9—Made Tow line fast to Tug Balbridge
9.10—Anchor up & proceeded to sea, pilot directing, in Tow of Tug Balbridge
10—Stopped Engines, seeking pilot Cutter in the mist
10.40—Discharged local pilot & proceeded sea pilot directing Engines slow, ahead
Chebucto Hd bearing West (True) Log 0
Light Airs Moderate sea & Foggy Wr. s/s in Tow, speed moderate, C. O. P. S. gave 51 fathoms Log 9 at noon 3224

P.M.
1.00—Sambro L. V. Abeam distant 1½ miles Log 16
1 to 4—Crew shifting Stone Ballast on After deck
4—Moderate wind & sea & Fog C. O. P. S. gave 85 fathoms Log 33
Engines going slow in Tow of Tug "Balbridge"
5.30—Fog lifted
7.5 to 7.20—Engines stopped for Repairs, without Bridge warning
8—Moderate wind & Sea & Clear weather, speed moderate s/s In Tow
Pumpmen reported all well in No II Hold
Midnight—Moderate wind & Passing Fog, & Mod sea 3225
s/s in Tow
Pumpmen reported All well on No I Hold Bulkhead

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3226 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S to New York**

Date Wednesday August 4th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		Vessel in Tow	NNW		
	2		WSW	"		
	3		"	"		
	4	104	"	"	2	29.96
	5		"	"		
	6		"	"		
3227	7		"	"		
	8	130	S84°W	"	2	30.01
	9		"	Various		
	10		"	"		
	11		"	"		
	12	156	"	"	2	30.01

Latitude 42°55'N Longitude 65°58'W Distance 165 miles Course Various Speed 6.83K Running Time 24H-00m

	P.M.					
	1		Vessel in Tow	SE		
	2		W¾S	"		
	3		"	"		
3228	4	27	"	"	1	29.98
	5		"	"		
	6		"	"		
	7		"	SSE	2	
	8	55	"	"		29.94
	9		"	"		
	10		"	"		
	11		"	E		
	12	83	"	"	2	29.91

(Running lights burning sunset to sunrise)

Water in No I Hold & Bilges Carefully watched
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo Carefully attended to

Claimant's Exhibit E-3.

3229

A.M.
0.25—C. O. P. S. gave 85 fthms Log 82
2.30—C. O. P. S. gave 51 fthms Log 95
4—C. O. P. S. gave 100 fthms Log 104
Light Airs, Smooth sea & misty weather s/s In Tow, Pilot directing
6.40—a/c S84°W
7.45—C. O. P. S. gave 65 fthms stones Log 28
8—Light Airs, Smooth sea, & Dense fog Pilot directing s/s in Tow
Pumpmen reported All well on No I Bulkhead
9.30—Engines Half speed ahead
Noon—Light airs smooth sea & Fog. C. O. P. S. 75 fthms at Noon s/s In Tow 3230
Pumpmen reported all well on No I Bulkhead
Crew working stone Ballast from 6 A.M. to 4 P.M.
P.M.
1.30—C. O. P. S. gave 70 fthms Log 10
3—C. O. P. S. gave 61 fthms Log 20
4—Light Airs, Smooth sea & Foggy Wr. s/s In Tow, Pilot directing
Pumpmen reported all well on No I Bulkhead
4.35—C. O. P. S. gave 97 fthms G. S. Log 30
6.30—C. O. P. S. gave no soundings Log 45
8—Light airs, Smooth sea, & Dense Fog
Pumpmen reported all well on No I Bulkhead 3231
10.30—C. O. P. S. gave no soundings Log 72
Light wind, Smooth sea & Hazey weather s/s in Tow, Pilot directing

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3232 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S to New York**

Date Thursday August 5th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		Vessel in Tow	ENE		
	2		W¾S	"		
	3		"	"		
	4	113	"	"	2	29.83
	5		"	"		
	6		"	"		
	7		"	"		
3233	8	141	"	"	2	29.86
	9		"	"		
	10		West	"		
	11		"	"		
	12	169	"	"	3	29.94

Latitude 41°47′N Longitude 69°32′W Course S67°W Distance 174 miles Speed 7.18K Running Time 24H-14m

	P.M.					
	1		Vessel in Tow	NW		
	2		West	"		
	3		S	"		
3234	4	28	West	"	2	29.96
	5		NxN	SW		
	6		"	"		
	7		"	"		
	8	56	"	"	4	29.96
	9		"	"		
	10		"	SE		
	11		WxS¾S	"		
	12	86	"	"	2	29.96

(Running lights burning sunset to sunrise)

Water in No I Hold & Bilge carefully watched
Ventilation of Holds & Cargo strictly attended to
Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-3.

A.M. 3235

0—C. O. P. S. gave 150 fthms Log 85

1.30—C. O. P. S. gave 140 fthms Log 95

3—C O. P. S. gave 140 fthms Log 105

4—Light Airs, Smooth sea, & Passing Fog s/s In Tow, Pilot directing

4.30—C. O. P. S. no soundings Log 18

8—Light Airs, Smooth sea & clear weather s/s In Tow Pumpman reported all well on No 1 Bulkhead

Noon—Gentle breeze Smooth sea, & Clear weather s/s In Tow, Pilot directing

6 A.M. to 4 P.M. Crew working Stone Ballast

P.M. 3236

1.30—a/c South

2.15—Pollick Shire L. V. Abm distant 5 mls Log 16

3.25—a/c West

4—Light Breeze, Smooth sea, & hazey weather

4.35—Great Round Shoal L. V. Abm SW½S dist ½ ml Log 35

5.20—Great Pt LH Abm SxN dist 3′ Log 39

6.45—Cross Rip L. V. Abm SxW dist ½ ml Log 48

7.50—Hedge Fence L. V. Abm NxE

8—Moderate wind & sea & clear weather s/s In Tow, Pilot directing

Pumpmen reported all well on No 1 Bulkhead

Midnight—Light wind, Smooth sea, & fine Clear weather 3237

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3238 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S to New York**

Date Friday August 6th 1920

	Hour A.M.	Log	Course Stand.	Wind Direct	Force	Barometer
	1		Vessel in Tow	WSW		
	2		S70°W	"		
	3		"	"		
	4	110	"	"	3	29.94
	5		"	ESE		
	6		"	"		
3239	7		"	"		
	8	135	"	"	2	29.92
	9		"	"		
	10		"	"		
	11		"	"		
	12	160	"	"	2	29.92

Latitude 40°34′N Longitude 72°35′W Course Various Distance 171 miles Speed 7.06K Running Time 24H-12m

	P.M.					
	1		Vessel in Tow	Various		
	2		S66W	"		
	3		"	"		
3240	4	25	S87°W	"	2	29.85
	5		"	ESE		
	7		"	"		
	8		Various	"	3	29.84
	9		Pilots Orders	"		
	10		Anchored	"		
	11		"	"		
	12		"	"	3	29.82

(Anchor lights burning sunset to sunrise)

Water in No I Hold Carefully watched
Ventilation of Holds & Cargo strictly attended to
Tanks & Bilges sounded A.M. & P.M.

Claimant's Exhibit E-3.

A.M. 3241

3.10—Block Isld Lt Abm dist 5 miles Log 105

4—Moderate wind Smooth sea, & passing Rain

4.45—Engines Dead slow for Pump repairs

5.20—Half speed again

5.20—Montauk Point Abm. NxW¾W dist 8 miles Log 18

8—Light airs, Smooth sea, & Rain. Pumpmen report all well in No. I Hold

Noon—Light Airs, Smooth sea & Clear weather s/s In Tow Sea Pilot directing

P.M.

2.50—Fire Isld L. V. Abeam distant 1½ miles Log 17 a/c S87W 3242

4—Light Airs, Smooth sea & misty weather

7—Stopped for Pilot off Ambrose L. V. & shortened up Tow Rope

7.25—Received pilot & proceeded

8—Moderate wind Smooth sea & Dense Fog Pilot directing

8.30—Let go Tow Rope & Came to Anchor in Ambrose Channel. Dense Fog

Midnight—s/s At Anchor, Light Airs & Dense Fog, B. T. Regulations attended to

3243

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3244 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S at New York**

Saturday August 7th 1920

A.M.
5.5—Hove up anchor & proceeded Pilot directing
8—Passed Quarantine station
8.20—s/s Came to Anchor in New York Bay
Light Airs & fine Clear weather
Crew rigging Derricks Etc.
No work at Cargo this day
Day ends with Heavy Thunderstorms & Rain
3245 Ventilation of Cargo attended to
Pumpmen watching No 1 Bulkhead
Latitude-Longitude: New York Distance 55 miles from noon Friday

Sunday August 8th 1920

A.M.—Light Airs & fine Weather
s/s at Anchor in New York Bay
No Work this day at ship or Cargo
7.30—s/s in Foul Berth Hove up Anchor & proceeded under Main Steam to a safe anchorage. 8.30
3246 P.M.—Came to Anchor again off Brooklyn
Day ends with Light winds & fine weather
Quartermasters on duty day & night
(Running lights burning sunset to sunrise)
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Cargo strictly attended to
Water in No I Hold carefully watched

Claimant's Exhibit E-3.

Monday August 9th 1920 3347

A.M.—s/s At Anchor off Brooklyn
7.20—Received Pilot & 2 Tugs
7.30—Anchor up & proceeded
10—Docked & made fast at Pier C Jersey Cy ready to discharge cargo
P.M.
2.55—Commenced discharging at No 2 & shifting Cork at No 4 (3 shore winchmen)
4—Ceased at No. 4
5—Ceased work for the day
Day ends with light wind & fine weather 3348
Finished up with the Crew this day. Pumpmen still on board
Fireman's Cook Night watchman

Tuesday August 10th 1920

A.M.—Moderate wind, dull & Overcast
7.30—Resumed discharging at No 2 3 & 4 Holds 6 shore winchmen
Paid off crew this day (All except Steward No 2 Bos'n & Firemans Cook & Carpenter)
10—No 2 stbd Winch Broke down
10.10—No 1 Winch & Continued 3249
Noon—All hatches left open by stevedore
P.M.
1—Resumed discharging at No 3 4 & 5 Holds
Ceased at No 2 Hold at Noon on a/c of stbd winch being disabled
5—Ceased discharging for the day
Pumpmen & Officers getting Pump up
7.30—Pump Landed, finished with Steam
Day ends with moderate wind & Heavy rain
Firemen's Cook on night duty

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3350 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S at New York**

Wednesday August 11th 1920

A.M.—Light Airs, dull & Overcast
8—Resumed discharging at No. 3 4 5 Holds 6 shore winchmen
Noon to 1 P.M.—Ceased for dinner
1—Resumed again
Noon to 1 P.M.—Ceased for dinner 1 P.M.—Resumed
Pumpmen left the ship this day for Halifax
3351 Day ends with Light wind & fine weather
Firemans Cook on Night duty
No. I Hold water carefully watched

Thursday August 12th 1920

A.M.
7.30—Resumed discharging at 3 4 5 Holds (6 Shore winchmen)
Noon—Ceased at No 3 & Resumed at No 2 4 5 at 1 P.M.
Moderate wind & fine weather during the day
P.M.
5—Ceased discharging for the day
3252 Fireman's Cook on Night duty
Day ends with light wind & fine weather
No I Hold Water Carefully watched
Tanks & Bilges Sounded A.M. & P.M.
Ventilation of Cargo attended to
No I Hold Water Carefully watched

Claimant's Exhibit E-3.

Friday August 13th 1920 3253

A.M.—Light Breeze, dull & Overcast
7.30—Resumed discharging at No 2 4 5 Holds
6 Shore Winchmen driving winches
Noon to 1 P.M.—Stop for dinner
P.M.
1—Resumed again
5—Ceased discharging for the day
Day ends with moderate wind & Rain
Firemen's Cook on Night Duty
No I Hold Carefully Watched

3254

Saturday August 14th 1920

A.M.—Light Airs & passing Rain
8—Resumed discharging at No. 2 4 & 5 Holds
6 Shore Winch men driving winches
New Mess Boy for Cabin started this day
Noon—All work on steamer Ceased for the week end
P.M.
4—Received Shore Watchman
Midnight—Watchman relieved by another shore watchman
Day ends with light airs & fine weather 3255

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3256 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S at New York**

Sunday August 15th

A.M.—Light Airs & fine weather
8—Shore Watchman relieved by another shore Watchman
No Work at Cargo this day
P.M.
4—Watchman relieved by another shore watchman
Midnight—Watchman relieved by another shore watchman
3257 Day ends with light wind & fine weather
No I Bulkhead carefully watched

Monday August 16th

A.M.—Light wind & fine weather
8—Shore Watchman relieved by another shore guard
10—Resumed discharging at No 2 4 5 Holds 6 Shore Winchmen
Noon to 1 P.M.—Ceased for dinner
P.M.
1—Resumed again
3258 5—Ceased All work for the day
Fireman's Cook Night watchman
Day ends with light wind & Rain showers
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Cargo attended to

Claimant's Exhibit E-3.

Tuesday August 17th 3259

A.M.—Light wind & fine weather
8—Resumed discharging at No 2 4 & 5 Holds
6 Shore Winchmen driving winches
Noon to 1 P.M.—Ceased for dinner
P.M.
1—Resumed again
Paid off two Portugese Engineers this day
5—Ceased discharging cargo at No 2 & No 4 Holds
8—Ceased at No 5 Hold. All finished for the day
Day ends with moderate wind & Heavy Rain storms & lightning 3260
Tanks & Bilges sounded A.M. & P.M.

Wednesday August 18th

A.M.—Light wind & fine weather & passing Rain
8.30—Resumed discharging at No 2 & 5 Holds
4 Shore Winchmen driving winches
10.30—Ceased discharging at No 2 Hold. Only No 5 Hold working
Noon—Ceased for dinner
P.M.
1—Resumed again at No 5 Hold 3261
6—Ceased discharging for the day
Day ends with light airs & passing rain
Fireman's Cook on night duty

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit E-3.

3262 **LOG OF THE S. S. "WILLDOMINO" from Halifax N-S at New York**

Thursday August 19th 1920

A.M.—Light Breeze & fine weather
7.30—Singled up moorings (Mate, 2nd mate, & Bosn & Carpenter)
8.30—Received three tugs & Pilot alongside
9.40—Unmoored & left the wharf, 3 Tugs Towing
P.M.
2—Arrived in berth at 134th Street Dump pier
2.30—All moored in berth ready to discharge
3263 No Work done at Cargo this day
Fireman's Cook on night duty
Day ends with moderate wind & fine weather

Friday August 20th 1920

A.M.—Light wind & fine weather
s/s alongside at Dump Pier, ready to discharge
P.M.
12.20—Received 3 Tugs & Unmoored & left the Wharf
Six men engaged on ship & 2 on shore to let go Ropes
2—Arrived in berth again at another pier
3264 2.30—All moored in berth ready to discharge again
No work at Cargo this day
Day ends with moderate wind & fine weather
Fireman's Cook on night duty
Tanks & Bilges sounded A.M. & P.M.
Ventilation of Holds & Cargo attended to

Claimant's Exhibit E-3.

Saturday August 21st 1920 3265

A.M.—Light breeze & fine weather
Commenced discharging Cork onto Quay from No all Holds
Ten Shore Winchmen driving winches
Noon to 1 P.M.—Ceased for dinner
P.M.
1—Resumed again all but Bunker
4—Received Licensed Shore Watchman on Board
5—Ceased discharging for the night
2nd Bos'n & Shore Watchman on night duty
Midnight—Shore Watchman relieved by another shore Watchman 3266
Day ends with moderate wind & passing rain

Sunday August 22nd 1920

A.M.—Light Airs & fine weather
8—Shore Watchman Relieved by another shore Watchman
No Work at Cargo this day
P.M.
4—Shore Watchman relieved by another shore watchman
Midnight—Shore Watchman relieved by another shore watchman 3267
2nd Bos'n & Shore Watchman on Night duty Guarding Ship
Day ends with Fresh Breeze & fine weather
Ship & Moorings Carefully attended to
Finished with Nigger 2nd Steward this day on a/c of Stealing

J. THIRKELL, Chief Officer J. BEEBY, Master

Claimant's Exhibit F.

3268

(Copy)

THE EASTERN TELEGRAPH CO., LTD. :

GIBRALTAR
Sub

15th June, 1920

No. 2568

The following TELEGRAM Received at
From New York VIA EASTERN
Foreign No. No. of Words 51 Dated 14
3269 Time 9:15 P. M.

88

TO MASTER STEAMER WILLDOMINO CARE AGAMEMNON GIBRALTAR
Con
YOUR COAL REQUIREMENTS EXCESSIVE COST OF BUNKERS GIBRALTAR VERY HIGH MAKE ACCURATE MEASUREMENT REMAINING BUNKERS IF NOT ENOUGH TO MAKE NORTH SYDNEY TAKE ONLY ENOUGH TO REACH THERE CUT DOWN CONSUMPTION IN EVERY WAY IF
3270 FUEL RUNS SHORT REACHING COAST CUT OUT ONE BOILER

WILSHIPCO

Claimant's Exhibit G.

3271

(Emblem Cut)

ORDER FOR SURVEY

St. Michaels the 3rd day of July 1920

To George W. Hayes Esq

His Britannic Majesty's Consul at St. Michaels, Azores

Sir,

I request you will be pleased to issue an Order to competent persons to hold a Survey on the S. S. "Willdomino" of Halifax N. S. for the pur- 3272
pose of ascertaining the present State and Condition and to report to you thereon.

The Charges connected with the Survey will be paid by me.

I am, Sir,

Your obedient Servant,

Signed J. BEEBY
Master

— — — — — — — — — — — — — — — — — —

To Messrs. Thomas Hood, Esq., Chief Engineer S. S. "Lord Kitchener". John J. Frugleton, Chief Engineer S. S. "Fort Russell". 3273

Gentlemen,

In pursuance of the preceding request, I beg you will be pleased to proceed on board the S. S. "Willdomino" of Halifax N. S. and hold the required Survey, and, having done so, return to me this Order, together with your Report thereupon, in writing, under your hands, for which this shall be your warrant.

Claimant's Exhibit G.

Given under my Hand and Seal of Office at the British Consulate at St. Michaels this third day of July one thousand nine hundred and twenty

Signed GEORGE W. HAYES
British Consul
Pursuant

(Seal) (Cancelled stamp)

Pursuant to the aforegoing Order unto us directed,

We, the undersigned, did repair on board the S. S. "Willdomino" at this Port of St. Michaels, Azores, and did then and there hold the required Survey. And we do accordingly declare and Report as follows—

That the S. S. "Willdomino" requires General overhaul of Lubricating Machinery.

General overhauling of Main Engine subject to Chief Engineer's advice.

Auxiliary Machinery to be put into First Class condition.

Sufficient coal and water to be supplied to enable ship to reach her destination.

And we do declare that we have held the aforesaid Survey with such care and equity that we are ready and willing to make oath or solemn and sincere declaration, to the truth and impartiality of these our proceedings, if called upon to do so by competent authority.

Given under our hands at St. Michaels this fifth day of July in the year of our Lord one thousand nine hundred and twenty

Signed JOHN J. FRUGLETON
S. S. "Fort Russell"

do THOS. HOOD
H. M. Tug "Lord Kitchner"

Claimant's Exhibit G.

Received £.3.3.0 each for holding the above Survey at St. Michaels this 5th, July, 1920 3277
Signed THOS. HOOD
do JOHN J. FRUGLETON
(Canceled stamp) (Seal)

GEORGE WILLIAM HAYES His Britannic Majesty's Consul at St. Michaels, do hereby certify and attest that Thomas Hood and John J. Frugleton, did personally appear at this Consulate, and did before me sign the preceding report of Survey and Receipt for Money, their fee for the same.

In testimony whereof, I have thereunto subscribed my name and affixed my Seal of Office at St. Michaels this fifth day of July in the year of our Lord one thousand nine hundred and twenty 3278
Signed GEORGE WILLIAM HAYES
H.B.M.'s. Consul.

— — — — — — — — — — — — — — — — — —

This form of attestation is only to be filled up for copies. In the original, which is to be preserved in the Consulate, it is to be left blank.

I, GEORGE WILLIAM HAYES His Britannic Majesty's Consul at St. Michaels, Azores, do hereby 3279
certify and attest to all whom it doth concern, that the foregoing is a true and faithful copy of the original Survey entered in the Acts of this Consulate, copied therefrom and compared therewith. In testimony whereof I have hereunto set my name and affixed the Seal of this Office at St. Michaels, Azores, this fifth day of July one thousand nine hundred and twenty.
GEORGE W. HAYES
H. B. M's. Consul
(Canceled stamp) (Seal)

Claimant's Exhibit H.

3280 DIVER'S REPORT

At the request of Mr. George W. Hensley, Lloyds Agent at Halifax, we have made a diver's examination of the under water damage to the bow of the S/S "WILLDOMINO" whilst at anchor in Halifax Harbor and beg to submit the following report:

The forefoot is carried away between the four and five foot marks, the stem piece being broken in two, the lower piece about four feet being forced up into the ship's bottom together with the plating and frames as far aft as second frame.

3281 On the starboard side from second frame aft, the keel plate and two plates above are torn back and corrugated as far aft as collision bulkhead leaving an open hole into forepeak—all frames are bent, some broken and torn away from fastenings as far aft as collision bulkhead.

On port side from second frame, keel plate and two plates above are torn from fastenings and crumpled back against collission bulkhead, this being forced back also damage extending to second frame aft.

All transverse "V" sections in ship's bottom

3282 are also torn from fastenings, turned up and pushed back.

From second frame ship's bottom entirely open, plating, frames and "V" sections all being crowded aft against collision bulkhead bending same. Damage commences between four and five foot marks is apparently above level of tank tops but this cannot be definitely ascertained until cargo in No. 1 hold is discharged. Sketch enclosed.

THE MARITIME WRECKING & SALVAGE CO., LTD.

Halifax, N. S.,
July 27, 1920.

S S "WILLDOMINO"

Part of Claimant's Exhibit H.

3283

(DIAGRAM)

3284

3285

Claimant's Exhibit I.

3286

LLOYD'S REGISTER OF SHIPPING.

(Cut)
(Seal)

Port Halifax, Nova Scotia,

July 31st, 1920.

This is to Certify that T. MOON the undersigned Surveyor to this Society did at the request of the Owners Representative attend on board the S. S. "WILLDOMINO" 5755 gross tons register of Halifax, N. S. for the purpose of ascer-
3287 taining the nature and extent of the damage stated to have been sustained through striking a submerged rock during dense fog off Canso, N. S. on July 24th, 1920, on voyage from Lisbon to New York, via Sydney, N. S., loaded.

For further particulars see log books.

On the 27th July, 1920, and subsequently

FOUND.

The fore peak and the No. 1 hold full of water to sea level.

3288 RECOMMENDED.

The vessel be docked for further examination.

As there was no dry dock available for some considerable time a diver was engaged to examine the bottom. Diver's report attached.

As the vessel was loaded with a perishable cargo it was requested that the vessel be allowed to proceed to New York to discharge and drydock.

Claimant's Exhibit I.

Temporary repairs recommended to allow the vessel to proceed to New York, the Underwriters being agreeable. Part cargo be removed from the No. 2 hold and the bulkhead efficiently shored, the cargo taken from the hold to be placed further aft to allow the vessel to trim by the stern, and to be accompanied by an ocean going tug. Soundings to be taken constantly of the No. 2 hold and D. B. tank. 3289

The above temporary repairs were carried out as recommended.

Surveyor to Lloyd's Register. 3290
T. MOON.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication 3291 of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

Claimant's Exhibit J.

3292

LLOYD'S REGISTER OF SHIPPING.

(Cut)

Port Halifax, Nova Scotia

July 31st, 1920.

This is to Certify that I have Surveyed the S. S. "WILLDOMINO" 5755 gross tons register of Halifax, N. S. and that I have transmitted to the Committee of Lloyd's Register of Shipping, London, a Report, stating that all temporary
3293 repairs recommended by me have been completed to my satisfaction, and that I have Recommended that she be continued as classed, subject to being docked for further examination and repairs at New York to which Port the vessel is bound being fit to proceed to New York as recommended.

T. MOON,
Surveyor to Lloyd's Register.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

3294 "While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

S.S. "Willdomino" Voyage 4

From Messina, Palermo & Lisbon.
Via Ponta Delgada. Sydney CB, & Halifax.
To
New York

T.D. means Tween Decks
The Navy Line ~~~~ Thus indicates Separation of the different Cargos

Stores	No I	No 2	No. 3	Coke →	No. 4	No. 5	Crews Quarters
	Embroideries Dried Fruit No I T.D. Sardines	Beer Wine No II T.D. Lemons	No III TO all Casks of No III TO Litter	Coal	No II TO Cultre of magnesia	Coke Citric No E TO Acid	
Fore Peak Tank " " " "	Sardines Bales of Cork Cork Cork	Cases of Lemons " " Lemons	Bales of Cork " "	Coal in Bunker Coal.	Engine & Boiler Spare.	Bags of Cork Dust Bales of Cork " "	Cases of Lemons "
	Casks of Citrate of Lime Do	"	"	"	"	Fibrelli or Nuts	"
		"	"	"	"	Pennell Stone	"
		"	"	"	"	"	"
						Cork Coke Cases of Lemons	After Peak Tank
						Cases of Essence of Lemon " " "	"
						Cases of Lemons " " "	
						" " "	

J. Thirkell. Chief Officer

CLAIMANTS EXHIBIT- K.

Claimant's Exhibit K.

3295

(PHOTOSTAT)

3296

3297

Claimant's Exhibit L.

3298

(PHOTOSTAT)

3299

3300

Claimants Ex. L

Claimants Exhibit L

COMPASS OBSERVATIONS OF S. S. "Willdomino"

From Act Pic Ponta Delgada toward Sydney C.B.

Date 1920	Time	Ship's Position Lat.	Ship's Position Long.	Ship's Head Stand.	Ship's Head Steer	Observed Bearing	True Bearing	Error	Variation by Chart	Deviation Stand.	Deviation Steer	Heel	Observer	REMARKS.
July 17th	6-15pm	28°N	46½°W	NW°W	W27°W	N42°W	N73°W	25°W	26½°W	1½°W	— " —	— " —	GJ	Very Good Bearing
"	7-45pm	"	46½°W	"	"	N31°W	N64°W	28°W	26½°W	1½°W	— " —	— " —	GJ	" " "
18th	6-22am	28½°N	47½°W	"	"	N107°E	N81°E	26°W	27°W	1°E.	— " —	— " —	GJ	Fairly Good bearing
"	6-45pm	28½°N	49°W	N25°W	N40°W	N43°W	N73°W	30°W	29½°W	2½°W	— " —	— " —	GJ & H	Observed under Normal conditions
19th	Sunrise	28°N	51°W	"	"	N86°E	N39½°E	26½°W	27½°W	1°E	— " —	— " —	GJ	Very Good Sunrise bearing
"	7-45pm	28½°N	55°W	"	"	N35½°W	N62½W	27°W	27½°W	½°E.	— " —	— " —	GJ	Very Good bearing
21st	6-30am	28½°N	59°W	N72°W	N57°W	N53°W	N76°W	21°W	27°W	3·5E.	— " —	— " —	GJ & H	Apparent Time taken from P. Alt Sight at 6-10pm
"	6-37pm	"	"	"	"	N43°W	N70°W	27°W	27°W	Nil	— " —	— " —	GJ & H	Very Good bearing
"	Sunset	"	"	"	"	N33½°W	N61°W	27°W	27°W	"	— " —	— " —	GJ	Very Good Sunset Bearing
22nd	Sunrise	"	60°W	S2°E	South	N81°E	N79½°E	26½°W	26½°W	"	— " —	— " —	GJ	" " Sunrise "
			Sydney C.B. towards Halifax N.S.											
24th	6-25pm	Officer's	72°W	—		N46°W	N72½°W	26½°W	26½°W	Nil	— " —	— " —	GJ	Very Good bearing
25th	7-13pm	25°N	61°W	S50W	—	N40°W	N64°W	24°W	24°W	"	— " —	— " —	GJ & H	Observed under Favourable Circumstances
"	Sunset	"	"	S38°W	S65°W	N37°W	N61°W	24°W	24°W	"	— " —	— " —	GJ	Very Good Sunset Bearing
26th	7-45am	25½°N	62°W	S65°W	"	N110°E	N92°E	18°W	23°W	5°E.	— " —	— " —	GJ	Very Good bearing
"	7-44am	"	"	S75°W	S80°W	N113°E	N94°E	18°W	23°W	5°E	— " —	— " —	GJ	" " "
"	7-45pm	26°N	62½°W	S75°W	S85°W	N60°W	N80½°W	20·5°W	22½°W	2°E.	— " —	— " —	GJ & H	Observed under Favourable conditions
"	7-4pm	26½°N	62½°W	S80°W	"	N45°W	N65°W	20°W	22°W	2°E	— " —	— " —	GJ	Very Good Sunset Bearing
"	Sunset	"	"	S78°W	S81°W	N48°W	N62½°W	19½°W	22°W	2½°E.	— " —	— " —	GJ	" " " "

Claimants Exhibit No. 125

Troy Radio Killdomino
Mrl wash 18th 8 AM GMT

Wilshico Newyork.

Reading North Sydney Latitude forty three fifty two north Longitude forty seven fifty seven west

Beeby XYZ DEVICE

CLAIMANTS
EXHIBIT M.

Claimant's Exhibit M.

3301

(PHOTOSTAT)

3302

3303

3304

Claimant's Exhibit N.

(PHOTOSTAT)

3305

3306

No. 201. B. B. F. Co.—30m-11-17

THE Claimant's Exhibit N. entered

MARCONI WIRELESS TELEGRAPH COMPANY OF CANADA, LIMITED

MONTREAL

No. 1 Willdomino STATION July 21st 1920

Prefix XP Code — Words

Office of Origin Brooklyn Ny.

Service Instructions: Sable Island

CHARGES TO PAY.

Marconi Charge		
Other Line Charge		
Delivery Charge		
Total		

Station sent to XYZ. Time 12.23 By whom sent

READ THE CONDITIONS PRINTED ON THE BACK OF FORM

To: Commander. SS Willdomino Sable Island formerly War Convoy now off Sydney.

Proceed Halifax report
Gueret Jacks and bo
for Bunkers
Wilshipco

CLAIMANT'S EXHIBIT N.

Claimant's Exhibit C

135

Oct 2/20 cmtt GMT

R. 29 Rio Willamina

J. Nr1 Was 11 21st 8 PM OK

Wilshyco Liverpool

~~Eighty~~ bunkers remaining arriving

Sydney midnight ~~twenty~~ first

Captain.

VCODEXYZ R OK

CLAIMANTS
EXHIBIT - O.

Claimant's Exhibit O.

3307

(PHOTOSTAT)

3308

3309

Claimant's Exhibit P.

3310

(PHOTOSTAT)

3311

3312

claimants Exhibit P

msg Radio Killdonnno 12.50
rec'd was 16 23rd 8 PM GMT

Wireless Newyork

Latitude forty five fifty north

Longitude fifty one forty seven west

proceeding Halifax.

Captain

VCO DE VZ

VCO R JK

VZ DE VCO K

VCO R JK

CLAIMANTS
EXHIBIT P.

msg Radio Willdomino
nr 1 was 16 23rd 8PM

12.50
GMT
Receipt
Seven

Wilohfco Newyork
Latitude forty five fifty north
Longitude fifty nine forty seven west
proceeding Halifax.

Captain AR

XYZ DE VCO

CL. wds

CLAIMANTS
EXHIBIT Q.

Claimant's Exhibit Q.

3313

(PHOTOSTAT)

3314

3315

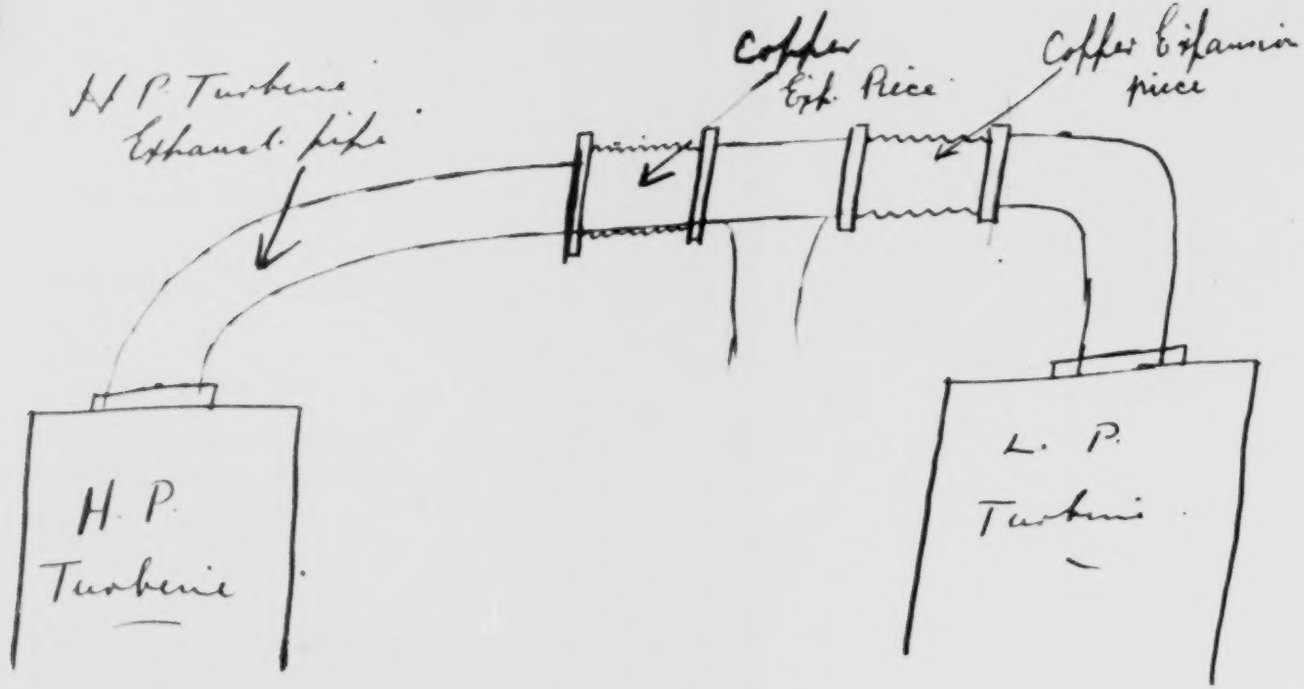
Claimant's Exhibit R.

3316

(PHOTOSTAT)

3317

3318



CLAIMANTS EXHIBIT-R.

Claimant's Exhibit S.

OCTOBER 16, 1920. CMB

* * *

ENGINEER'S LOG

S. S. S. S. WILLDOMINO
Single Screw Ship with (2) Geared Turbines

FROM May 1920 TO Aug. 1920

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ESPLEN & SONS, LTD., CONSULTING ENGINEERS,
31 JAMES STREET, LIVERPOOL

Published by W. W. Lea & Co., Liverpool

4

VOYAGE NO._____ Willdomino

ENGINEER'S LOG S.S._____

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	436°			—	—	175	175	1¼	28½	—	—
4–8 p.m.	2nd	175	165	433°			—	—	175	175	1¼	29	—	—
8–12 p.m.	4th	175	165	440°			—	—	175	175	1¼	28½	—	—
12–4 a.m.	3rd	175	165	439°			—	—	175	175	1¼	28½	—	—
4–8 a.m.	2nd	175	165	440°			—	—	175	175	1¼	28½	—	—
8 a.m.–Noon	4th	175	165	440°			—	—	175	175	1¼	29	—	29·67

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps H.P.	Air Pumps L.P.	Filter	Feed to Boilers
													Thrust		
Noon–4 p.m.	25	—	2½	—	114	92	96	84	48	86	—	127°	122°	115°	200°
4–8 p.m.	26	—	2½	—	114	94	94	86	48	85	—	130°	124°	118°	203°
8–12 p.m.	26	—	2½	—	114	94	120	82	46	86	—	130°	122°	115°	200°
12–4 a.m.	27	—	3	—	114	94	98	84	46	83	—	130°	122°	117°	205°
4–8 a.m.	27	—	3	—	114	94	94	84	48	83	—	129°	122°	104°	206°
8 a.m.–Noon	27	—	3	—	114	94	98	83	48	82	—	130°	122°	208°	206°

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.			81.6	145		—	—	480	—	33	2½	—	—
4–8 p.m.	COUNTER		78	145		—	—	480	—	34	2½	—	—
8–12 p.m.	SPINDLE		81.2	145		—	—	480	—	36	2½	—	—
12–4 a.m.			76.5	145		—	—	480	—	36	2½	—	—
4–8 a.m.	BROKEN		90	145		—	—	480	—	36	2½	—	—
8 a.m.–Noon			89	145		—	—	480	—	36	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~MAIN~~ ENGINE	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	~~ASH~~ ~~111 Bkts.~~	DENSITY OF BOILERS
							H. PROP. PINION TEMP. 125	12 hrs.		H 25	M 10	78 lbs. 3.86 TONS	Port Fwd Star Fwd Port Aft Star Aft

FROM New York TOWARDS Norfolk Va.

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Left Erie Basin Std by 7-40 Half Ast 7-50 Various movements till Full Away	P.M. Date May 1st Sat. Vacuum rather poor, both Rodojets working
4—8 p.m. 10-19 AM. Coal on Board Arriving New York 289 TONS	Evaporator coils scaled Poor steam, all new firemen
8—12 p.m. Coal used in New York up to Friday Midnight 34½ TONS	
12—4 a.m. Coal used from midnight to 10-19 AM. 3 TONS	A.M. Evap 2 hours Date Ash 29 bkts at 3-45 A. M. May 2nd Sunday Engines / stopped 1 hr. 4 mins. to repair Gear casing Oil pipe Evap ash 22
4—8 a.m.	Counter spindle broken at 7-30 AM. Superheaters cleaned Evap 3½ hrs Ash 30 bkts
Moderate West'ly wind and smooth sea	No 1 P. & S. Bilge pumped out Eavp 3½ hrs. Ash 30 bkts.

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD											251	—					
DAYS CONSUMPTION	35	6	—	—	—	14	6	10	—	10	43	—					
CARRIED FORWARD	35	6	—	—	—	14	6	10	—	10	208	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	6	88	11.4 274.7	10.29 248	10.5%	5 lbs.	Main condenser & Feed heater	1-3 lbs.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. Willdomino

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		BAROMETER
		PRESSURE			H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS		Gland Steam Press	Gauge	Kenotometer
		After Strainer	Before Man'uvre Valve	Temp'					Forward	Aft			
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fire Outlet	At Ash Pits	At Furnace
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
H P	I P	L P	H P	I P	L P			Port	Starbd	Port	Starbd		Port Fwd
													Starr Fwd
													Port Aft
													Starr Aft

FROM New York AT TOWARDS Hampton Roads

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. PILOT Date May 2nd Sunday Arriving stbd by 11-53 ahd slow 12-0 ahd Full 12-14 std by 2-27 F. W. E. 2.54 P. M. Anchored
4—8 p.m.	Engineers keeping Anchor Watch Port & Centre Boiler fires banked starbd boiler in use
8—12 p.m.	Joint on Auxiliary steam line remade
12—4 a.m.	A.M. Date Monday May 3rd Repairing electric cable leading to filter tank
4—8 a.m.	Joint made on filter tank top Condensate pump stop valve repacked Starbd Boiler Steam-gauge fitted in place
8 a.m.—NOON	Stripping heater drain pipes to renew bend Steering engine oil cups fitted top & bottom two oil pipes off gear casing sent for repair

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average R.P.M. Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Wildomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Manœuvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press.	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.					Monday May 3rd									
4–8 p.m.														
8–12 p.m.		4 Copper oil pipes sent ashore for renewal												
12–4 a.m.		Counter sent ashore to have new spindle made												
4–8 a.m.		& catch repaired												
8 a.m.–Noon		Main Thrust Keep being jointed												

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Bilge hold	TEMPERATURES Sea	TEMPERATURES Dash	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
Noon–4 p.m.		Firemen working coal from tween-decks &													
4–8 p.m.		cleaning engine-room													
8–12 p.m.															
12–4 a.m.					Tuesday May 4th										
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circg. Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At For Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Furnaces
Noon–4 p.m.		Watches kept											
4–8 p.m.		Evaporator opened up and hood secured											
8–12 p.m.		" scaled and door jointed											
12–4 a.m.		Main thrust Keep lifted and jointed											
4–8 a.m.		Grinding in Drain Valves on Main Steam pipe											
8 a.m.–Noon		Examining all Drain Valves below platform											

CLEARANCES VERIFIED DAILY Finger Place Reading HP	IP	LP	Finger Place Index HP	IP	LP	SHAFT HORSE POWER

HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM at Norfolk TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Pumping out all ballast tanks & peaks changed over to centre boiler, fires drawn
4–8 p.m.	on centre boiler Firemen cleaning E room tank top
8–12 p.m.	Wednesday May 5th
12–4 a.m.	A.M. Date Fitting up heater drain pipe Main drain tank door taken off & Oil pipes Exam.
4–8 a.m. 2nd Engr 2½ hrs 3rd " 4 " 4th " 3½ " 5th " 2½ "	Overhauling radojets steam strainers New Annular nozzle fitted in same At 3-0 PM. Stay tube burst in Stard Smoke box, Port Blr
8 a.m.—NOON	Safety valves eased after fires had been drawn stopped and washer fitted in tube by engineers Fires set away 10-30 A. M. & Steam raised

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM — PRESSURE — After Steam Boilers	Before Man'vre Valve	Temp°	STEAM PRESSURES — H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS — Forward	Astern	Gland Steam Press	VACUUM — Gauge	Kenyon Meter	BAROMETER
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.	3rd													
8 a.m.–Noon	2nd 4th	175	165	440°	134	92	—	—	175	175	1¼	29½	—	29.90

	OIL PRESSURES — Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES — Cooler Inlet	Cooler Outlet	TEMPERATURES — Eng. Room	Stoke hold	Sea	Dischr.	L.P. Exhaust Steam	Air Pumps — H.P.	L.P.	Filter	Fuel to Boilers
Noon–4 p.m.												—	—		
4–8 p.m.															
8–12 p.m.															
12–4 a.m.												H.P.	L.P.		
4–8 a.m.												THRUST			
8 a.m.–Noon	27	—	3	—	115	96	106	90	50	92	—	135	122	115	206

	REVOLUTIONS — MAIN SHAFT — Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES — FEED PUMP — Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE — At Air Compr.	At Air Pipe	At Furnace
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon	23610	8610	82	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY — Finger Piece Reading — HP	IP	LP	Finger Piece Index — HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING — REFRIG MACHINERY	EVAPORATOR — Port	Starbd	ELECTRIC LIGHT — Port	Starbd	DISTILLER	DENSITY OF BOILER — Port Fwd	Star Fwd	Port Aft	Star Aft
.042 +¼	—	⅛ F.					H.P. & L.P. PINION TEMP. 126°	—	—	1¾	hrs.	—				

FROM Norfolk Va TOWARDS Marseille

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Coal used from arrival in Hampton Rd to Wed Midnight	P.M. Date May 5th Oil pipes being rejointed. Ash hoist repaired and counter fitted up
4—8 p.m. Tons Sunday May 2nd 2½ Monday " 3rd 4 Tuesday " 4th 4 Wednesday " 5th 4	1 Barrel cylinder oil arrived 1 Breast Brace Oil pipes tested
8—12 p.m. 14½ Coal used from 12-0 PM. to 10-15 AM. 6½ TONS	Steamed order for 6-0 AM.
12—4 a.m. Received Bunkers 1490	A.M. Date Thursday May 6th Turbines warmed through and turn taken
4—8 a.m. 187 in Bunkers 1677 TONS	Leaving Std by 7-0 Slow Ast 7-8 Stop 7-10 S. Ast. 7-12 Full Ahd 7-15 Half 7-15½ Full Ahd 7-16 Slow Ahd 7-20 Full Ahd 7-21 Stop 7-58 Full Ahd 8-0 AM.
8 a.m.—NOON	Superheater tubes blown Std by 10.12 Stop 10-16 Full Ahd 10-22 PILOT LEFT

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	35	6	—	—	—	14	6	10	—	10	1677	—
DAYS CONSUMPTION	3	10	—	—	—	—	—	—	—	—		3 10
CARRIED FORWARD	38	16	—	—	—	14	6	10	—	10	1673	10

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min.	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
1	45	82	10.6	10.2	3.7%	5 lbs.	Main Condenser & Feed Heater	1-3 lbs.
		8610	18.5	18				

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press.	Guage	Kenyon Meter	
		After Strainer	Before Man'uvre Valve	Temp.					Forward	Aft				
Noon–4 p.m.	3rd	175	165	440°	120	82	—	—	175	175	1¼	28½	—	—
4–8 p.m.	2nd	175	165	438°	125	86	—	—	175	175	1¼	28½	—	—
8–12 p.m.	4th	175	165	442°	130	90	—	—	175	175	1¼	28½	—	—
12–4 a.m.	3rd	175	165	450°	110	72	—	—	175	175	1¼	28½	—	—
4–8 a.m.	2nd	175	165	450°	120	80	—	—	175	175	1¼	28½	—	—
8 a.m.–Noon	4th	175	165	440°	125	86	—	—	175	175	1¼	28½	—	—

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng. Room	Stoke hold	Sea	Disch.	L.P. Exhaust Steam	Air Pumps. Hot	Air Pumps. Cap.	Filter	Feed to Boilers
Noon–4 p.m.												H.P.&L.P. Thrust			
4–8 p.m.	30	—	3	—	108	90	95	83	52	78	—	124	117	117	207
	29	—	3	—	114	98	99	85	53	80	—	126	120	120	208
8–12 p.m.	29	—	3	—	110	92	106	83	52	84	—	128	119	116	208
12–4 a.m.	30	—	3	—	109	90	100	85	52	83	—	—	—	116	206
4–8 a.m.	30	—	3	—	109	90	105	83	54	84	—	—	—	118	206
8 a.m.–Noon	28	—	3	—	106	90	108	86	50	80	—	130	120	116	206

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ. Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min.	Oil Pump per Min.	At Fan Casing	At Air Pipe	At Purifiers
	Counter	For Watch	Per Min.			Counter	For Watch	For Hour					
Noon–4 p.m.	42030	18420	75	120		—	—	480	—	40	2½	—	—
4–8 p.m.	60900	18870	77	120				480	—	40	2½	—	—
8–12 p.m.	79820	19820	80.5	120				480	—	40	2½	—	—
12–4 a.m.	96820	17000	70.8	120				480	—	40	2½	—	—
4–8 a.m.	14840	17920	74.6	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	31800	17020	77	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		
.042	—	⅛					H.P.&L.P. PINION TEMP. 118°	16 hrs.		24 hrs.		A8H 149 Bkts. 5.25 Ton	Port Fwd
+⅛		F.											Star Fwd
													Port Aft
													Star Aft

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 6th Thursday
	Steam very variable, firemen doing badly
	Evap. 1 hr Ash 22 bkts
4—8 p.m.	Caught 2 firemen opium smoking
	Evap 2½ hrs Ash 29 bkts
8—12 p.m.	Both air pumps working to maintain vacuum
Average weight of	
Ash—79 lbs.	Evap 3½ hrs Ash 26 bkts
12—4 a.m.	A.M. Date May 7th Friday
	Steam very bad, especially when cleaning fires
	Evap. 2½ Ash 25 bkts
4—8 a.m.	Water on deck, 1 hr.
	Evap 3 hrs Ash 24 bkts
8 a.m.—NOON Light N.	Water on deck 2 hours
Easterly breeze	
Smooth sea	Evap 3½ hrs Ash 25 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	CO. ZA	CYLINDER
BROUGHT FORWARD	38	16	—	—	—	14	6	10	—	10	1673	10					
DAYS CONSUMPTION	36	16	—	—	—	14	6	10	—	10	44	10					
CARRIED FORWARD	75	12	—	—	1	8	13	—	1	—	1629	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		76	9.8	7.45			Main condenser	
22	44	108250	232.5	187	24.4%	5 lbs.	& Feed Heater	2 lbs.

CHIEF ENGINEER R.G.DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		After ~~Strainer~~ Bkrs	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenote Meter	
Noon–4 p.m.	3rd	175	165	448°	125	86	—	—	175	—	1¼	27½	—	—
4–8 p.m.	2nd	175	165	442°	122	84	—	—	175	—	1¼	27½	—	—
8–12 p.m.	4th	175	165	438°	128	89	—	—	175	—	1¼	28	—	—
12–4 a.m.	3rd	175	165	440°	120	84	—	—	175	—	1¼	27	—	—
4–8 a.m.	2nd	175	165	446°	120	78	—	—	175	—	1¼	12	—	—
8 a.m.–Noon	4th	175	165	442°	120	78	—	—	175	—	1¼	15	—	29·98

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Main	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps Wet ~~Thrust~~ Dry		Filter	Fed to Boilers
Noon–4 p.m.	28	—	3	—	124	108	112	89	72	102	—	134	124	130	204
4–8 p.m.	30	—	3	—	124	108	116	88	70	100	—	128	120	128	212
8–12 p.m.	28	—	3	—	126	106	112	89	66	102	—	130	122	122	206
12–4 a.m.	27	—	3	—	121	105	110	90	74	99	—	130	122	128	207
4–8 a.m.	30	—	3	—	122	105	110	90	70	102	—	130	120	130	209
8 a.m.–Noon	28	—	3	—	120	102	108	94	68	100	—	132	120	126	209

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circs Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	Air Fan Casing	Air Ash Pits	Air Funnel
Noon–4 p.m.	50420	18560	77.3	120		—	—	480	—	40	2½	—	—
4–8 p.m.	68890	18470	76.9	120		—	—	480	—	40	2½	—	—
8–12 p.m.	84360	15440	79.9	120		—	—	480	—	40	2½	—	—
12–4 a.m.	00360	16000	65.1	120		—	—	480	—	40	2½	—	—
4–8 a.m.	17950	17600	73.2	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	32780	14830	65.6	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				~~H.P. SHAFT~~ PINION TEMP.	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER ASH
HP	IP	LP	HP	IP	LP							Port Fwd
.043 + ⅛	—	⅛ F.						16½		24	hrs.	180 Bkts. — 6.34 Tons
												Star Fwd
												Port Aft
												Star Aft

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 7th Friday Water on deck 2 hours Evap 3 hrs. Ash 30 Bkts.
4—8 p.m.	Evap 2½ hrs. Ash 31 bkts.
8—12 p.m. Stopped 58 MINS	Stopped 11-10 H. P. Turbine ford bearing oil pipe broken. Old pipe fitted 12 gallons oil lost Evap 3½ hrs Ash 28 bkts
12—4 a.m.	A.M. Date May 8th Saturday ~~Full Ahd 12-10 AM. Poor steam & variable vacuum~~ Evap 3½ hrs Ash 32 bkts
4—8 a.m.	Sudden drop in Vacuum 7-0 AM. All engineers searching for case Evap 1½ hrs Ash 33 bkts
8 a.m.—NOON Fresh breeze; mod. sea fine & clear	Radojets overalled All drain & leak off pipes tested for leaks Evap 2 hrs Ash 29 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	75	12	—	—	1	8	13	—	1	—	1629						
DAYS CONSUMPTION	34	6	—	—	—	14	6	10	—	10	42						
CARRIED FORWARD	109	18	—	—	2	2	19	10	1	10	1587						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
~~70~~			~~9.6~~	~~9.6~~				
22	44	100900	218.2	220	——	5 lbs.	~~Main Condr &~~ Feed heater	1½ lbs.

CHIEF ENGINEER R. G. DONALDSON

4

VOYAGE NO.

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Manl'uvre Valves	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd	Boiler												
4–8 p.m.	2nd	165	156	440	117	76	—	—	165	165	1¼	[illegible]	—	—
8–12 p.m.	4th	175	165	439	117	76	—	—	175	175	1¼	25	—	—
12–4 a.m.	3rd	170	160	445	116	74	—	—	170	170	1¼	26	—	—
4–8 a.m.	2nd	165	155	443	120	76	—	—	165	165	1¼	26	—	—
8 a.m.–Noon	4th	175	165	445	120	78	—	—	175	175	1¼	26	—	29.71

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Gea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
												H.P. Thrust	L.P.		
Noon–4 p.m.	30	—	3	—	114	96	108	91	68	80	—	120	115	118	204
4–8 p.m.	30	—	3	—	116	100	105	90	63	78	—	120	116	116	202
8–12 p.m.	28	—	3	—	114	90	108	90	62	79	—	120	115	118	201
12–4 a.m.	30	—	3	—	118	98	104	87	58	78	—	122	119	118	206
4–8 a.m.	30	—	3	—	117	100	108	91	62	80	—	126	118	120	208
8 a.m.–Noon	28	—	3	—	118	98	112	90	58	84	—	125	118	118	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air Feed Centre 40	Air Auxl Pumps	Air Purifiers
Noon–4 p.m.	47010	14230	59.2	120		—	—	480	—	40	2½	—	—
4–8 p.m.	63090	16080	67	120		—	—	480	—	38	3	—	—
8–12 p.m.	80490	17400	72.5	120		—	—	480	—	40	3	—	—
12–4 a.m.	97610	17120	71.1	120		—	—	480	—	40	2½	—	—
4–8 a.m.	14060	17450	72.7	120		—	—	480	—	38	2½	—	—
8 a.m.–Noon	30480	16420	73	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS
.043 +⅛	—	⅛F					H.P.&L.P. Pinion Temp. 125°	20 hrs.		24 hrs.		ANH 178 Bkts. 6.27 Tons	Port Fwd Star Fwd Port Aft Star Aft

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 8th Saturday ~~Searching for air leaks and testing all~~ pipes & valves Evap 3½ hrs Ash 31
4—8 p.m.	~~5.30 PM. Found copper expansion piece of H. P.~~ ~~Astern line of exhaust cracked all round~~ Evap 2½ hrs Ash 31
8—12 p.m.	Pipe wrapped with canvas and Marline Clips made for two flanges on Main exhaust pipe Vap 3¾ Ash 26
12—4 a.m.	A.M. Date May 9 Sunday Firemen doing badly with steam Evap 3¾ hrs Ash 30 bkts
4—8 a.m.	Poor steam & vacuum not perfect Super- heater tubes blown Evap 3½ hours Ash 30 bkts
8 a.m.—NOON Mod Southerly wind and sea	Vacuum improved a little Evap 3½ hrs Ash 30 bkts

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	109	18	—	—	3	2	19	10	1	10	1587	
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44	
CARRIED FORWARD	146	4	—	—	2	16	26	—	2	—	1543	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Ford Heater Press
		~~68.5~~	~~8.9~~	~~6.51~~				
						4 lbs.	Main condr feed heater	1½ lbs.
23	48	9870	211.8	155	26.9%			

CHIEF ENGINEER R. G. DONALDSON

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenelo Meter	BAROMETER
Noon–4 p.m.	3rd	170	160	420°	Various		—	—	170	170	1¼	25	—	—
4–8 p.m.	2nd	170	160	433°	Pressures		—	—	170	170	1¼	24	—	—
8–12 p.m.	4th	170	160	440°	Accord-		—	—	170	170	1¼	24	—	—
12–4 a.m.	3rd	170	160	441°	ing to		—	—	170	170	1¼	23½	—	—
4–8 a.m.	2nd	170	160	440°	Steam		—	—	170	170	1¼	24	—	—
8 a.m.–Noon	4th	170	160	438°			—	—	170	170	1¼	23½	—	28.80

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng. Room	Stoke hold	Sea	Dieth	L.P. Exhaust Steam	Air Pumps H.P.	Air Pumps L.P.	Filter	Feed to Boilers
													Thrust		
Noon–4 p.m.	27	—	3	—	116	96	108	90	72	90	—	122	118	126	210
4–8 p.m.	30	—	3	—	100	92	109	90	71	80	—	124	115	140	210
8–12 p.m.	27	—	3	—	106	92	110	90	70	88	—	115	110	140	210
12–4 a.m.	27	—	3	—	108	94	112	88	67	85	—	116	110	135	210
4–8 a.m.	28	—	3	—	118	100	109	92	68	78	—	120	116	135	210
8 a.m.–Noon	28	—	3	—	110	100	110	90	66	84	—	122	116	132	210

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Air Pipe	At Furnaces
Noon–4 p.m.	45190	14710	61.2	120		—	—	480	—	40	2½	—	—
4–8 p.m.	57230	12040	50.1	120		—	—	480	—	42	2½	—	—
8–12 p.m.	68830	11600	48.3	120		—	—	480	—	40	2½	—	—
12–4 a.m.	81330	12500	51.1	120		—	—	480	—	40	2½	—	—
4–8 a.m.	93360	14030	58.4	120		—	—	480	—	42	2½	—	—
8 a.m.–Noon	10030	14670	61.3	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING RECIP. ENGINES H.P.&L.P.	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	DISTILLER ASH	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
.043 +⅛	—	⅛F.					Pinion Temp. 124°	17½ hrs.		24 hrs.		169 Bkts. 5.91 Ton				

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 9th
	Evap 3¾ hrs Ash 32 bkts
4–8 p.m.	Slowed down, bad weather
	8 hours, 30 mins
	Evap 3½ hrs Ash 24 bkts
8–12 p.m.	Steering engine steam pipe cracked
	in tunnel, clip fitted
	Evap 4 hours Ash 25
12–4 a.m.	A.M. Date May 10th Monday
	~~Air pump being overhauled~~
	Evap 3¾ Ash 29
4–8 a.m. Heavy Seas	Port, Centre & Stbd Boiler Tubes blown
Heavy Gales	Superheaters cleaned
	Evap 2½ hrs Ash 31 bkts
8 a.m.—NOON	Evaporator coils scaled
	2nd & 3rd Screwing up joints & wrapping
2 hours each	pipes to improve vacuum

COAL CONSUMPTION													OILS				
	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts					
BROUGHT FORWARD	~~46~~	~~4~~	—	—	~~2~~	~~16~~	~~26~~	—	~~2~~	—	~~1543~~						
DAYS CONSUMPTION	~~30~~	~~6~~	—	—	—	~~14~~	~~6~~	~~10~~	—	~~10~~	~~38~~						
CARRIED FORWARD	~~76~~	~~10~~	—	—	~~3~~	~~10~~	~~32~~	~~10~~	~~2~~	~~10~~	~~1505~~						

STEAMING TIME		DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins	Average Revs Per Min	By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
23	49	55.6 / ~~79550~~	7.2 / ~~171.4~~	5.4 / ~~130~~	~~25%~~	5 lbs.	Main Condr & feed heater	~~1½ lbs.~~

CHIEF ENGINEER ~~R. G. DONALDSON~~

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		~~Auxiliary~~ Boilers	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenotometer	
Noon–4 p.m.	3rd	170	160	440	100	60	—	—	170	170	1¼	23	—	—
4–8 p.m.	2nd	175	165	438	115	73	—	—	175	175	1¼	23	—	—
8–12 p.m.	4th	175	165	440	116	75	—	—	175	175	1¼	23	—	—
12–4 a.m.	3rd	170	160	444	113	70	—	—	170	170	1¼	23	—	—
4–8 a.m.	2nd	175	175	440	102	63	—	—	175	175	1¼	23	—	—
8 a.m.–Noon	4th	170	160	438	113	70	—	—	170	170	1¼	23	—	29.96

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng. Room	Stoke hold	Sea	Disch.	L.P. Exhaust Steam	Air Pumps H.P.	Air Pumps L.P.	Filter	Fwd to Boilers
													Thrust		
Noon–4 p.m.	27	—	3	—	116	96	107	91	62	84	—	127	120	127	204
4–8 p.m.	27	—	3	—	120	98	118	93	62	86	—	127	120	125	207
8–12 p.m.	27	—	3	—	125	98	110	95	60	88	—	129	120	123	208
12–4 a.m.	27	—	3	—	130	116	112	93	68	90	—	132	122	124	210
4–8 a.m.	27	—	3	—	126	114	112	90	66	96	—	130	122	126	208
8 a.m.–Noon	27	—	3	—	125	116	118	94	64	99	—	130	125	123	208

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circ'g Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP For Hour	Air Pump per Min	Oil Pump per Min	Air Eject. Casing	Air Pumps	Air Fuel Pumps
Noon–4 p.m.	24740	14710	61.3	120		—	—	480	—	40	2½	—	—
4–8 p.m.	41880	17140	71.4	120		—	—	480	—	40	2½	—	—
8–12 p.m.	57790	15190	72.3	120		—	—	480	—	40	2½	—	—
12–4 a.m.	74490	16700	69.6	120		—	—	480	—	40	2½	—	—
4–8 a.m.	89850	15360	64	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	05550	15700	70.8	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				~~Main~~ Machinery	EVAPORATOR		ELECTRIC LIGHT		~~Main~~ Ash
HP	IP	LP	HP	IP	LP		H. P. & L. P. Pinion Temp.	Port	Starbd	Port	Starbd	Port Fwd
.043												Star Fwd
+⅛	—	⅛F					125°	22 hrs.		24 hrs.		168 Bkts. 5.88 Tons Port Aft
												Star Aft

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON–4 p.m.	P.M. Date May 10 Monday Poor steam and vacuum Evap 3¾ hrs Ash 30 bkts
4–8 p.m.	Poor steam & vacuum No 6 Port and Starbd Bilge pumped out Vap 3½ hrs. Ash 31 bkts
8–12 p.m.	Radojets being adjusted Condensate Pump Impeller Gland Packed No better vacuum results Vap 3¾ Ash 29
12–4 a.m.	A.M. Date May 11 Tuesday Steam pipe expansion pieces being covered with
4–8 a.m. Calm, smooth sea	red lead putty & wrapped (Evap 3¾ Ash 31 in canvas. After peak pumped out Evap 3½ hrs ash 29 bkts
8 a.m.–NOON 3rd engr 2 hours 2nd " 2½ "	New carbons fitted in No 2 dynamo Again wraping broken expansion pipe Evap 3½ Ash 28. 1 Barrel oil put in Gravity Tank

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	176	10	—	—	3	10	32	10	2	10	1505						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	212	16	—	—	4	4	39	—	3	—	1461						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Bilge	Bilge Per cent	Pressure	Where led to	Feed Heater Press
		66.5	8.6	7.53				
						5 lb.	Main condenser Feed Heater	1½ lbs.
23	45	94800	204.2	179	12.7%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE XXX Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	Kenots Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	448	102	66	—	—	175	175	1¼	23	—	—
4–8 p.m.	2nd	175	165	452	105	70	—	—	175	175	1¼	23	—	—
8–12 p.m.	4th	175	165	452	104	68	—	—	175	175	1¼	23	—	—
12–4 a.m.	3rd	175	165	456	102	66	—	—	175	175	1¼	23	—	—
4–8 a.m.	2nd	175	165	458	100	64	—	—	175	175	1¼	23	—	—
8 a.m.–Noon	4th	175	165	456	100	60	—	—	175	175	1¼	23	— 29·69	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Dinah	I.P. L.P. XXXXX Exhaust Steam	Thrust Wet	Thrust Dry	Filter	Fed to Boilers
Noon–4 p.m.	27	—	3	—	126	116	118	95	70	90	—	132	122	112	206
4–8 p.m.	27	—	3	—	126	116	114	95	68	90	—	132	122	122	214
8–12 p.m.	27	—	3	—	129	120	110	95	68	95	—	135	124	120	210
12–4 a.m.	27	—	3	—	129	118	110	93	69	93	—	137	122	118	200
4–8 a.m.	27	—	3	—	124	116	116	93	66	94	—	128	122	118	206
8 a.m.–Noon	27	—	3	—	128	112	116	93	68	99	—	—	—	115	205

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Funnel
Noon–4 p.m.	21060	15510	64.6	120		—	—	480	—	40	2½	—	—
4–8 p.m.	37420	16360	68.1	120		—	—	480	—	40	2½	—	—
8–12 p.m.	53440	16020	67	120		—	—	480	—	40	2½	—	—
12–4 a.m.	69320	15880	66.1	120		—	—	480	—	40	2½	—	—
4–8 a.m.	84960	15660	65.1	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	89820	4870	59	120		—	—	—	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER H. P.	XXX ELECTRIC MACHINERY	HOURS WORKING EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	XXXX ASH DISTILLER	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
.043							Pinion Temp.					180 Bkts.				
+⅛	—	⅛F.					126°	12½ hrs.		24 hrs.		6.34 Tons				

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON–4 p.m.	P.M. Date May 11th Tuesday
	Scupper holes drilled in deck 4th Engr 2 hrs
	Evap 3½ hrs Ash 32 bkts Poor vacuum
4–8 p.m.	Both Radojets working
	Superheater tubes blown
	Evap 3½ hrs Ash 29 bkts
8–12 p.m.	Poor vacuum
	Evap 3½ hrs Ash 28 bkts
12–4 a.m. Light, southerly wind, mod. sea	A.M. Date ~~May 12th Wed.~~
	Blank flanges being made
4–8 a.m. Stopped 2 hrs 20 mins. 2nd Engr 3 hrs. 3rd " 3 hrs	~~Evap 3¾ hrs Ash 31 bkts~~ ~~Blank flanges being made for exhaust pipe (H. P. Astern) Evap 3½ hrs Ash 30 bkts~~
8–12 NOON Fires drawn & steam blown off to rejoint stopper washer	Turbines stopped. Expansion pipe taken out & Pipes blanked off. Impossible to go astern
	Port boiler tube leaking badly in starbd smoke box

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	212	16	—	—	4	4	39	—	3	—	1461	
DAYS CONSUMPTION	33	6	—	—	—	14	6	10	—	10	41	
CARRIED FORWARD	246	2	—	—	4	18	45	10	3	10	1420	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engine	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
		~~73.4~~	~~9.5~~	~~9.5~~			~~Main condenser~~	
		—	—	—		5 lbs.	Feed heater	1½ lbs.
21	23	94300	203.	204	—			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE Abaft Boilers	BOILER STEAM PRESSURE Before Man'oevre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Remote Meter	REVOLUTIONS
Noon–4 p.m.	3rd	160	150	430	Various	—	—		160	—	1¼	Vari-	—	—
4–8 p.m.	2nd	160	150	433	Pressures	—	—		160	—	1¼	ous	—	—
8–12 p.m.	4th	160	150	432	Accord-	—	—		160	—	1¼	Va-	—	—
12–4 a.m.	3rd	160	150	428	ing to	—	—		160	—	1¼	cu-	—	—
4–8 a.m.	2nd	160	150	412	Steam	—	—		160	—	1¼	ums	—	—
8 a.m.–Noon	4th	160	150	430			—	—	160	—	1¼		—	29–8

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Clash	L.P. Exhaust Steam	H.P. L.P. Air Pump Main Bearings Thrust		Filter	Feed to Boilers
Noon–4 p.m.	28	—	3	—	104	90	103	84	67	80	—	108	104	93	190
4–8 p.m.	28	—	3	—	104	90	110	86	68	83	—	108	106	96	190
8–12 p.m.	28	—	3	—	108	90	110	86	68	86	—	116	110	96	190
12–4 a.m.	28	—	3	—	94	84	99	86	62	70	—	100	98	96	190
4–8 a.m.	28	—	3	—	104	90	102	90	66	82	—	100	98	94	190
8 a.m.–Noon	28	—	3	—	102	88	100	85	65	88	—	102	100	96	190

	MAIN SHAFT Counter	MAIN SHAFT For Watch	MAIN SHAFT Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	FEED PUMP For Watch	FEED PUMP Per Hour	Air Pump per Min.	Oil Pump per Min.	AIR PRESSURE Air Fan Casing	Air Ash Pits	Air Furnace
Noon–4 p.m.	98740	8550	41			—	—	400	—	40	2½	—	—
4–8 p.m.	11590	12850	53.1	Half		—	—	400	—	40	2½	—	—
8–12 p.m.	24070	12480	52			—	—	400	—	40	2½	—	—
12–4 a.m.	32850	8780	36.5	Speed		—	—	400	—	40	2½	—	—
4–8 a.m.	44360	11510	56.9			—	—	400	—	40	2½	—	—
8 a.m.–Noon	55450	12090	52.8			—	—	400	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Plate Reading HP	IP	LP	Finger Plate Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING MAIN ENGINE	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DIFFICULTY	DENSITY OF BOILERS Port Fwd	Starbd Fwd	Port Aft	Starbd Aft
.043 +⅛	—	⅛F				H. P. & L. P. Pinion Temp.	125°	—		24 hrs.		Ash 180. Bkts. 6.34 Tons				

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON-4th Engr 6½ hrs 5th Engr 4½ hrs 2nd " 3 "	P.M. Date May 12th Wed Steaming on 2 boilers, new stopper rod made & new washer. Back end baled out
4–8 p.m. stopped 35 mins	All smoke boxes cleaned. Evaporator coils scaled. Support inside broken. Old screws drilled out and new ones fitted. Boiler run up
8–12 p.m. Light Northerly winds, mod swell	from sea. Fires set away 10-10 PM Fitting annular nozzle on after radojet
12–4 a.m. 3rd engr 1½ hrs 2nd engr 3 hrs	A.M. Date May 13th Thurs. Steam being raised on Port Boiler
4–8 a.m.	5-0 AM. Tube burst again. Steam blown off & fires drawn. Engr. Cleaning salt from back end, before jointing new ⅞ Rod, made & wrought iron Washer
8 a.m.—NOON	

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	246	2	—	—	4	18	45	10	3	10	1420	
DAYS CONSUMPTION	26	6	—	—	—	14	6	10	—	10	34	
CARRIED FORWARD	272	8	—	—	5	12	52	—	4	—	1386	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
		47.6	6.1	6.94		4 lb.	Main & Aux Condenser heater	1 lb.
23	11	60260	144.4	161		CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS	BOILER STEAM PRESSURE: Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES: H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS: Forward	EJECTORS: Aft	Gland Steam Press	VACUUM: Gauge	Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd	160	150	430	Various		—	—	160	—	1¼	Va-	—	—
4–8 p.m.	2nd	160	150	428	"		—	—	160	—	1¼	ri-	—	—
8–12 p.m.	4th	160	150	428	"		—	—	160	—	1¼	ous	—	—
12–4 a.m.	3rd	170	160	438	110	72	—	—	170	—	1¼	27	—	—
4–8 a.m.	2nd	170	160	440	120	80	—	—	170	—	1¼	27½	—	—
8 a.m.–Noon	4th	170	160	442	120	80	—	—	170	—	1¼	28	—	29·87

	OIL PRESSURES: Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES: Cooler Inlet	Cooler Outlet	TEMPERATURES: Eng Room	Stoke hold	Sea	Dinah	L.P. Exhaust Steam	H.P. L.P. Wet	Thrust Dry	Filter	Feed to Boilers
Noon–4 p.m.	27	—	2½	—	108	96	110	87	64	84	—	108	102	102	192
4–8 p.m.	29	—	3	—	119	98	108	88	66	82	—	120	110	100	190
8–12 p.m.	28	—	3	—	120	98	113	89	66	88	—	122	112	100	190
12–4 a.m.	26	—	3	—	130	108	110	85	66	98	—	134	124	110	200
4–8 a.m.	29	—	3	—	128	108	112	86	66	98	—	130	122	110	204
8 a.m.–Noon	29	—	3	—	130	109	112	88	65	100	—	132	122	112	204

	REVOLUTIONS: MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES: FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Cil Pump per Min	AIR PRESSURE: At F.C. Cooler	At Air Bottle	At Funnel
Noon–4 p.m.	64240	8790	36	120		—	—	—	—	36	2¾	—	—
4–8 p.m.	77120	12880	53.6	120		—	—	—	—	38	2¾	—	—
8–12 p.m.	91890	14770	61.5	120		—	—	—	—	38	2¾	—	—
12–4 a.m.	08800	16910	70.4	120		—	—	480	—	40	2½	—	—
4–8 a.m.	26710	17910	74.6	120		—	—	480	—	38	2½	—	—
8 a.m.–Noon	43290	16580	74.6	120		—	—	480	—	40	2¼	—	—

CLEARANCES VERIFIED DAILY: Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER: H.P. L.P.	HOURS WORKING: Pinion Temp.	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	OIL FUEL USED	DENSITY OF BOILERS: Port Fwd	Star Fwd	Port Aft	Star Aft
043												180 Bkts.				
1⅛	—	⅜F.					122°	16 hrs.		24 hrs		6.34 Ton				

FROM Norfolk, Va. TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
~~2nd Engr 4 hrs~~ NOON—4 p.m.	P.M. Date May 13th
4th " 5½ "	Stopper finished, Boiler pumped up from sea
3rd " 1½ "	& fires set away 5-30 PM
~~13 hrs~~ 2 mins at reduced speed	New Top brass fitted in Condensate Pump & impeller gland packed. Steam being raised Port Blr. Radojet exhausting to Aux Condenser
8–12 p.m.	Steam being raised on P. Boiler
Moderate	
12–4 a.m.	A.M. Date May 14th
southerly wind & sea	All Boilers coupled up 1-0 AM.
4–8 a.m.	Port Boiler smoke boxes cleaned out Centre " " " " "
8 a.m.—NOON	Evaporator coils scaled and steam gauge
2nd engr 3 hours	repaired, Dynamo commutator done up and
3rd " 2½ "	carbons fitted

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	272	8	—	—	5	12	52	—	4	—	1380	
BYE CONSUMPTION	29	6	—	—	—	14	6	10	—	10	37	
CARRIED FORWARD	301	14	—	—	6	6	58	10	4	10	1349	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Water Temp
23	46	87840	187.7	164	17.7%	5 lbs	Main & Aux Condr & feed heater	1½ lbs

R. G. DONALDSON
CHIEF ENGINEER

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Main~~ Boilers	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	448	107	71	—	—	175	—	1¼	28	—	—
4–8 p.m.	2nd	175	165	445	117	76	—	—	175	—	1¼	28	—	—
8–12 p.m.	4th	175	165	446	122	84	—	—	175	—	1¼	28	—	—
12–4 a.m.	3rd	175	165	445	110	70	—	—	175	—	1¼	27½	—	—
4–8 a.m.	2nd	175	165	446	100	65	—	—	175	—	1¼	Var.	—	—
8 a.m.–Noon	4th	175	165	440	120	80	—	—	175	—	1¼	28	—	29.98

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	H.P. L.P. ~~Air Pumps~~ Air	Dry	Filter	Feed to Boilers
													Thrust		
Noon–4 p.m.	27	—	3	—	128	112	115	91	66	90	—	133	124	106	202
4–8 p.m.	27	—	3	—	127	110	112	90	65	88	—	133	125	108	204
8–12 p.m.	26	—	3	—	130	112	114	95	65	92	—	132	125	116	210
12–4 a.m.	29	—	3	—	126	114	113	90	65	90	—	135	124	114	202
4–8 a.m.	29	—	3	—	127	114	113	92	64	90	—	130	122	114	200
8 a.m.–Noon	29	—	3	—	128	116	113	93	64	90	—	132	124	114	204

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Funnel
Noon–4 p.m.	60070	16780	69.9	120		—	—	480	—	38	2½	—	—
4–8 p.m.	77510	17440	72.6	120		—	—	480	—	38	2½	—	—
8–12 p.m.	95500	18790	76.6	120		—	—	480	—	40	2½	—	—
12–4 a.m.	12370	16870	70.3	120		—	—	480	—	38	2½	—	—
4–8 a.m.	28330	15960	66.5	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	44790	16460	74	120		—	—	480	—	38	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~Making Steam~~	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	~~Ashes~~ DISTILLER Ash	DENSITY OF BOILERS
.043							H. P. & T. P. Pinion Temp.					169 Bkts.	Port Fwd
+⅛	—	⅛F					128°	17½ hrs.		24 hrs.		5.91 Ton	Star Fwd
													Port Aft
													Star Aft

FROM Norfolk TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 14th
	Evaporator coils being scaled
	~~Evap 1 hour Ash 32 bkts~~
4—8 p.m.	Aux condenser pump working slowly
	Stard Boiler tubes cleaned
	Evap 3½ Ash 31 bkts
8—12 p.m.	Boiler tube leaking a little
	Evap 3½ Ash 33 bkts
12—4 a.m.	A.M. Date May 15th
	Evap 3½ Ash 31 bkts
4—8 a.m.	
Moderate S.W. Winds & Sea	~~Superheater tubes cleaned~~
	Evap 2 hours Ash 30 bkts
8 a.m.—NOON	Ash buckets being repaired
	Evap 3½ ash 32 bkts

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	301	14	—	—	6	6	58	10	4	10	1349	
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44	
CARRIED FORWARD	338	—	—	—	7	—	65	—	5	—	1305	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Skip	Slip Per cent	Pressure	Where led to	Feed Heater Press
		71.8	9.38	8.52		5 lbs.	Main Aux Condr Feed Heater	1½ lb.
23	43	102300	220.5	202	8.6%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		XXX Boilers	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenelo Meter	
Noon–4 p.m.	3rd	175	165	448	117	76	—	—	175	—	1¼	28	—	—
4–8 p.m.	2nd	175	165	450	120	80	—	—	175	—	1¼	28	—	—
8–12 p.m.	4th	175	165	447	127	88	—	—	175	—	1¼	28	—	—
12–4 a.m.	3rd	175	165	447	120	80	—	—	175	—	1¼	28	—	—
4–8 a.m.	2nd	175	165	450	125	86	—	—	175	—	1¼	28	—	—
8 a.m.–Noon	4th	175	165	452	120	82	—	—	175	—	1¼	28	—	30.02

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Bilge hold	Sea	Dish	L P Exhaust Steam	H.P. L.P. XXXXX Thrust Wtn Dry		Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	130	114	113	90	68	89	—	135	124	112	206
4–8 p.m.	28	—	3	—	130	106	110	93	68	90	—	134	124	112	206
8–12 p.m.	27	—	3	—	132	112	115	94	65	92	—	135	125	108	210
12–4 a.m.	26	—	3	—	132	116	113	93	68	90	—	137	128	112	206
4–8 a.m.	28	—	3	—	128	112	110	92	66	90	—	128	122	115	208
8 a.m.–Noon	27	—	3	—	134	112	112	94	65	90	—	136	126	114	206

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Air Pipe	At Furnace
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	62150	17360	72	120		—	—	480	—	38	2½	—	—
4–8 p.m.	80250	18100	74	120		—	—	480	—	38	2½	—	—
8–12 p.m.	98650	18400	78.3	120		—	—	480	—	38	2½	—	—
12–4 a.m.	16620	17970	74.8	120		—	—	480	—	40	2½	—	—
4–8 a.m.	35290	18670	77.5	120		—	—	480	—	38	2½	—	—
8 a.m.–Noon	51970	16680	75.8	120		—	—	480	—	38	2½	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Place Reading			Finger Place Index				XXX Head Bearing H. P. L. P. Pinion Temp.	EVAPORATOR		ELECTRIC LIGHT		
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd	
.043 +½	—	⅛F					125°	18 hrs.		24 hrs.		Port Fwd
												Star Fwd
												Port Aft
												Star Aft

XXXX DISTILLATION Ash

189 Bkts.

6.66 Ton

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 15th One Barrel Oil put in gravity tank Evap 3¼ Ash 32
4—8 p.m.	Superheater tubes blown Evap 3 hrs Ash 31
8—12 p.m.	 Evap 3½ Ash 32
12—4 a.m.	A.M. Date May 16th Evap 3 hrs Ash 32
4—8 a.m. Moderate S. W. Wind & sea	 Evaporator opened up for scaling Evap 2¾ Ash 29
8 a.m.—NOON	Evaporator coils scaled Distiller tried Evap 2 hrs Ash 32

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	338	—	—	—	7	—	65	—	5	—	1305	
DAYS CONSUMPTION	36	6	—	—	—	14	6	10		10	44	
CARRIED FORWARD	374	6	—	—	7	14	71	10	5	10	1261	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD					
DAYS CONSUMPTION					
CARRIED FORWARD					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		75.4	9.8	9.26		5 lbs.	Main & Aux Condr & Feed Heater	1½ lbs.
23	41	107180	232	220	6.1%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE XXX Steam Boilers		Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
		Before Man'uvre Valve												
Noon–4 p.m.	4th	175	165	442	120	78	—	—	175	—	1¼	28	—	—
4–8 p.m.	3rd	175	165	448	117	76	—	—	175	—	1¼	28	—	—
8–12 p.m.	2nd	175	165	446	120	80	—	—	175	—	1¼	28	—	—
12–4 a.m.	4th	175	160	445	100	65	—	—	175	—	1¼	28	—	—
4–8 a.m.	2nd	175	165	446	120	80	—	—	175	—	1¼	28	—	—
8 a.m.–Noon	4th	175	165	447	120	80	—	—	175	—	1¼	28	—	30.05

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	XXXXX Wet	Dry	Filter	Feed to Boilers
												H.P. Thrust			
Noon–4 p.m.	26	—	2½	—	133	117	112	92	66	90	—	139	130	110	204
4–8 p.m.	28	—	3	—	120	116	110	88	66	90	—	134	126	110	206
8–12 p.m.	26	—	2½	—	132	117	108	84	66	90	—	137	129	110	206
12–4 a.m.	26	—	2½	—	128	115	106	92	65	89	—	134	124	112	206
4–8 a.m.	26	—	3	—	124	104	101	90	66	90	—	136	130	110	206
8 a.m.–Noon	26	—	3	—	130	110	112	94	65	92	—	135	128	114	204

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	69710	17740	73.8	120		—	—	480	—	40	2½	—	—
4–8 p.m.	87160	17450	72.7	120		—	—	480	—	40	2½	—	—
8–12 p.m.	04890	17730	74	120		—	—	480	—	40	2½	—	—
12–4 a.m.	20870	15980	66.5	120		—	—	480	—	40	2½	—	—
4–8 a.m.	38770	17900	74.5	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	54060	16290	74	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	XXX MAIN MACHINERY H. P. Pinion Temp.	HOURS WORKING EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	XXXX DISTILLER Ash	DENSITY OF BOILERS Port Fwd	
.043												196 Bkts.	Starr Fwd	
+⅛	—	⅛F					130°		20½		24 hrs.	6.91 Ton	Port Aft	
													Starr Aft	

FROM Norfolk TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 16th
	Joints being made on distilling plant
	Evap 3 Ash 34
4—8 p.m.	
	Superheater tubes blown
	Evap 4 Ash 33
8—12 p.m.	
	Evap 3½ Ash 32
12—4 a.m.	A.M. Date May 17th
Light W.S.W. wind & following	Stopped 12 min to repair drain pipe on circulating pump Evap 3 Ash 34
4—8 a.m. sea	Port boiler tubes cleaned
	Evap 3½ Ash 31 bkts
8 a.m.—NOON	Stard boiler tubes cleaned
	No 2 dynamo refused to generate
	Evap 3½ hrs Ash 32 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	374	6	—	—	7	14	71	10	5	10	1261						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	410	12	—	—	8	8	78	—	6	—	1217						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		73.1	9.5	9.32		5 lbs.	Main & Aux Condr ~~Feed heater~~	1½ lbs
23	30	103090	223.2	219	2.1%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS	BOILER STEAM PRESSURE Steam Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	Aft	Gland Steam Press	VACUUM Gauge	Kenots Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	450	120	80	—	—	175	—	1¼	28	—	—
4–8 p.m.	2nd	175	165	444	135	96	—	—	175	—	1¼	28½	—	—
8–12 p.m.	4th	170	160	443	117	76	—	—	170	—	1¼	28	—	—
12–4 a.m.	3rd	170	160	448	117	78	—	—	170	—	1¼	28	—	—
4–8 a.m.	2nd	175	165	447	127	88	—	—	175	—	1¼	28	—	—
8 a.m.–Noon	4th	175	165	445	117	76	—	—	175	—	1¼	28	—30"-20	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	XXXXXX Wet	Dry	Filter	Feed to Boilers
Noon–4 p.m.	26	—	3	—	124	108	112	88	69	92	—	130	120	110	205
4–8 p.m.	27	—	3	—	125	109	119	104	65	92	—	130	120	112	205
8–12 p.m.	27	—	3	—	125	108	118	90	62	94	—	130	122	114	208
12–4 a.m.	27	—	3	—	126	110	116	88	64	90	—	132	122	114	206
4–8 a.m.	28	—	3	—	125	110	116	88	62	92	—	130	122	114	206
8 a.m.–Noon	27	—	3	—	125	110	112	88	62	94	—	130	124	110	205

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Air Pipe	At Furnaces
Noon–4 p.m.	71840	17780	74.5	120		—	—	480	—	40	2½	—	—
4–8 p.m.	89240	20400	85	120		—	—	480	—	42	2½	—	—
8–12 p.m.	08730	17490	72.8	120		—	—	480	—	40	2½	—	—
12–4 a.m.	26150	17420	72.2	120		—	—	480	—	42	2½	—	—
4–8 a.m.	45060	18910	78.7	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	60990	15930	72.4	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER H. P.	HOURS WORKING MAIN ENGINES. Pinion Temp.	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	XXXX DISTILLER	DENSITY OF BOILERS Port Fwd	
.043												195 Bkts.	Star Fwd	
+⅛	—	⅛F.					125°	18½ hrs.		24 hrs.		6.9 Ton	Port Aft	
													Star Aft	

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 17th
	Centre Boiler Tubes & Superheaters cleaned & winches overalled
4—8 p.m.	Evap 3 hrs Ash 34 bkts
	Evap 3½ hrs Ash 33 bkts
8—12 p.m.	No. 2 dynamo tried, no current generated
	Evap 3½ Ash 32 bkts
12—4 a.m. Moderate Easterly wind smooth sea	A.M. Date May 18th
	Evap 3½ hrs Ash 35 bkts
4—8 a.m.	Superheater tubes blown
	Winches overhauled
	Evap 3¼ hrs Ash 31 bkts
8 a.m.—NOON 3rd Eng 2½ hrs	Evaporator coils scaled
	E. R. Light being repaired
	Evap 1 hr Ash 30 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	410	12	—	—	8	8	78	—	6	—	1211						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	446	18	—	—	9	2	84	10	6	10	1173						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
		75.9	9.8	8.73		5 lbs.	Main & Aux Condr. & Heater	1¼ lbs.
23	42	107930	232.2	207	11.2%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE ~~X X X~~ Boilers			STEAM PRESSURES							VACUUM		BAROMETER
		Steaming	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenyon Meter	
Noon–4 p.m.	3rd	170	160	446	107	71	—	—	170	—	1¼	27½	—	—
4–8 p.m.	2nd	175	165	450	125	86	—	—	175	—	1¼	28	—	—
8–12 p.m.	4th	175	165	448	122	84	—	—	175	—	1¼	28½	—	—
12–4 a.m.	3rd	175	165	456	122	84	—	—	175	—	1¼	28½	—	—
4–8 a.m.	2nd	170	160	450	120	80	—	—	170	—	1¼	28½	—	—
8 a.m.–Noon	4th	175	165	458	120	78	—	—	175	—	1¼	28½	—30	—18

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES H.L. L.P.								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Gas	Disch	L.P. Exhaust Steam	~~X X X X~~ Air Pump Wet	Dry	Filter	Fwd to Boilers
Noon–4 p.m.	28	—	3	—	126	108	114	94	66	90	—	132	122	114	206
4–8 p.m.	28	—	3	—	127	108	118	98	67	89	—	135	124	109	208
8–12 p.m.	27	—	3	—	130	110	112	92	65	92	—	134	122	112	206
12–4 a.m.	27	—	3	—	126	108	114	89	64	90	—	132	120	112	206
4–8 a.m.	27	—	3	—	124	105	115	90	65	90	—	132	122	110	202
8 a.m.–Noon	27	—	3	—	126	104	114	90	63	92	—	130	122	112	206

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circg Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Fills	At Furnace
Noon–4 p.m.	77780	16790	69.9	120		—	—	480	—	40	2½	—	—
4–8 p.m.	96430	18650	77.7	120		—	—	480	—	42	2½	—	—
8–12 p.m.	14730	18300	76.2	120		—	—	480	—	40	2½	—	—
12–4 a.m.	33160	18430	76.7	120		—	—	480	—	40	2½	—	—
4–8 a.m.	51150	17990	74.9	120		—	—	480	—	42	2½	—	—
8 a.m.–Noon	67260	16110	73.2	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				~~X X X X~~ Second Engineer	EVAPORATOR		ELECTRIC LIGHT	~~X X X X~~ Donkeyman Ash	
HP	IP	LP	HP	IP	LP		Pinion Temp.	Port	Starbd	Port	Starbd	
.043											195 Bkts.	Port Fwd
+⅛	—	⅛F.					124°	21 hrs.		24 hrs.	6.9 Ton	Star Fwd
												Port Aft
												Star Aft

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 18th
	Evap 3½ Ash 33 bkts
4—8 p.m.	Superheater tubes cleaned
	Evap 3½ Ash 35 bkts
8—12 p.m.	
	Evap 3½ Ash 31 bkts
12—4 a.m. Moderate S. Easterly wind & sea	A.M. Date May 19th
	Evap 3½ Ash 33
4—8 a.m.	Superheater tubes cleaned
	Evap 3½ Ash 34
8 a.m.—NOON	Winch eccentric straps adjusted
	Evap 3½ Ash 29

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	446	18	—	—	9	2	84	10	6	10	1173	
DAYS CONSUMPTION	36	6	—	—		14	6	10	—	10	44	
CARRIED FORWARD	483	4	—	—	9	16	91	—	7	—	1129	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Skip	Slip Per cent	Pressure	Where led to	Feed Heater Press
		74.7	9.7	8.88		5 lbs.	Main & Aux. Condr. & Heater	1½ lbs.
23	42	106270	229.8	210	9.2%	CHIEF ENGINEER R G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE Before Man'oevre Valve	BOILER STEAM Temp'	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenotic Meter	BAROMETER
Noon–4 p.m.	3rd	170	452	116	74	—	—	170	—	1¼	28½	—	—
4–8 p.m.	2nd	175	458	125	86	—	—	175	—	1¼	28½	—	—
8–12 p.m.	4th	175	448	120	80	—	—	175	—	1¼	28½	—	—
12–4 a.m.	3rd	170	450	117	76	—	—	170	—	1¼	28½	—	—
4–8 a.m.	2nd	175	446	120	78	—	—	175	—	1¼	28½	—	—
8 a.m.–Noon	4th	175	440	117	76	—	—	175	—	1¼	28½	—30	16

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Gen	Distn	L.P. Exhaust Steam	L.P. Vac	L.P. Dry	Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	124	104	114	87	65	88	—	132	122	108	199
4–8 p.m.	27	—	3	—	126	104	115	86	66	87	—	135	125	108	202
8–12 p.m.	27	—	3	—	125	105	114	90	65	90	—	135	122	108	206
12–4 a.m.	27	—	3	—	124	106	112	90	66	91	—	132	122	112	205
4–8 a.m.	28	—	3	—	124	106	112	90	66	90	—	130	122	114	206
8 a.m.–Noon	28	—	3	—	126	105	112	82	65	90	—	130	122	114	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Auxiliaries	At Furnaces
Noon–4 p.m.	84380	17120	71.3	120		—	—	480	—	40	2¾	—	—
4–8 p.m.	02960	18580	77.4	120		—	—	480	—	40	2½	—	—
8–12 p.m.	20920	17960	74.8	120		—	—	480	—	40	2½	—	—
12–4 a.m.	38410	17490	72.8	120		—	—	480	—	40	2¾	—	—
4–8 a.m.	56110	17700	73.8	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	72050	15950	72.1	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING H.P. & L.P. Pinion Temp.	EVAPORATOR Port	Starbd	ELECTRIC L'ONT Port	Starbd	DISTILLER Amt	DENSITY OF BOILERS Port Fwd	Stbr Fwd	Port Aft	Stbr Aft
.043												189 Bkts.				
+⅛	—	⅛F.					125°	16½ hrs.		24 hrs.		6.66 Ton				

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 19th Winches being overhauled Evap 3 hours Ash 36 Superheater tubes cleaned
4—8 p.m.	Condensate pump continually stopping Evap 3½ hrs Ash 31 Condensate pump stopped, New brasses
8—12 p.m.	fitted and rotor adjusted Evap 3½ hrs Ash 29
0—4 a.m. Gentle N.E. Wind, smooth sea	A.M. Date May 20th Evap 3¼ Ash 32
4—8 a.m. 35d Engr 4 hrs	Evaporator coils scaled Weir pump piston gland repacked For'd feed pump working
8 A.M.—NOON Evap 3 hrs Ash 61 bkts	Small fire in bunker Evaporator boxed up

COAL CONSUMPTION	MAIN ENGINES		REFRIG M/CHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	CO.EX	CYLINDER
BROUGHT FORWARD	483	4	—	—	9	16	91	—	7	—	1129						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	519	10	—	—	10	10	97	10	7	10	1085						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		73.6	9.5	8.82		5 lbs.	Main Condr. & Feed Heater	1½ lbs.
23	43	104800	225.3	209	7.3%			

CHIEF ENGINEER R. G. DONALDSON

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE ~~Donkey~~ Boilers	BOILER STEAM PRESSURE Before Man'oeuvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	447	120	78	—	—	175	—	1¼	28½	—	—
4–8 p.m.	2nd	170	160	450	117	76	—	—	170	—	1¼	28½	—	—
8–12 p.m.	4th	170	160	450	110	72	—	—	170	—	1¼	28½	—	—
12–4 a.m.	3rd	170	160	452	110	72	—	—	170	—	1¼	28½	—	—
4–8 a.m.	2nd	170	160	448	120	78	—	—	170	—	1¼	28½	—	—
8 a.m.–Noon	4th	170	160	450	110	72	—	—	170	—	1¼	28½	—30°-07	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stbd hold	Sea	Dischd	L.P. Exhaust Steam	H.P. ~~Thrust~~ Wet	L.P. ~~Thrust~~ Dry	Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	125	107	114	87	63	92	—	133	123	110	204
4–8 p.m.	28	—	3	—	124	106	112	90	64	90	—	130	124	112	204
8–12 p.m.	27	—	3	—	120	105	112	88	62	94	—	130	123	112	208
12–4 a.m.	27	—	3	—	120	104	106	80	62	90	—	130	120	114	208
4–8 a.m.	28	—	3	—	120	102	100	84	62	89	—	128	120	110	206
8 a.m.–Noon	27	—	3	—	120	108	100	86	62	90	—	130	120	114	208

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Asb Filts	At Furnaces
Noon–4 p.m.	89600	17550	73.5	120		—	—	480	—	40	2½	—	—
4–8 p.m.	06960	17360	72.3	120		—	—	480	—	40	2½	—	—
8–12 p.m.	23790	16830	70.1	120		—	—	480	—	40	2½	—	—
12–4 a.m.	40740	16950	70.6	120		—	—	480	—	40	2½	—	—
4–8 a.m.	58240	17500	72.9	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	74120	15880	70.8	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~Aux~~ Reciprocating Machinery	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	~~DISTILLER~~ Ash	DENSITY OF BOILERS Port Fwd	Starbd Fwd	Port Aft	Starbd Aft
.043							Pinion Temp.					195 Bkts.				
+¼	—	⅛F.					126°	21 hrs.		24 hrs.		6.9 Ton				

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 20th Winches being overalled Evap 3¼ hrs Ash 33 bkts
4–8 p.m.	~~Superheater tubes cleaned~~ ~~Poor steam~~ ~~Evap 4 hrs Ash 34 bkts~~ ~~Poor steam~~
8–12 p.m.	Evap 3¼ hrs Ash 31 bkts
12–4 a.m. Moderate N.E. Wind & Sea	A.M. Date May 21st Evap 3¼ hrs Ash 35 bkts Port boiler tubes & superheater cleaned
4–8 a.m.	~~Centre boiler tubes & heaters cleaned~~ ~~Poor steam~~
8 a.m.—NOON	Dynamo taken adrift & examined Winches being overhauled Evap 3½ hours Ash 30 bkts

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	519	10	—	—	10	10	97	10	7	10	1085	
DAYS CONSUMPTION	33	6	—	—		14	6	10	—	10	44	
CARRIED FORWARD	556	16	—	—	11	4	104	—	8	—	1041	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Ford Heater Press
		71.6	9.3	7.74		5 lbs.	Main & Aux. Condr. & Heater	1½ lbs.
23	45	102070	220.8	184	17.2%			

CHIEF ENGINEER R. G. DONALDSON

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE: Steamer Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES: H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS: Forward	Aft	Gland Steam Press	VACUUM: Guage	Kenelo Meter	BAROMETER
Noon–4 p.m.	3rd	165	155	450	100	66	—	—	165	—	1¼	28½	—	—
4–8 p.m.	2nd	175	165	460	110	72	—	—	175	—	1¼	28½	—	—
8–12 p.m.	4th	175	165	458	110	72	—	—	175	—	1¼	28½	—	—
12–4 a.m.	3rd	165	155	446	100	66	—	—	165	—	1¼	28½	—	—
4–8 a.m.	2nd	175	165	456	117	76	—	—	175	—	1¼	28½	—	—
8 a.m.–Noon	4th	170	160	460	117	76	—	—	170	—	1¼	28½	—29"	-75

	OIL PRESSURES: Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES: Cooler Inlet	Cooler Outlet	TEMPERATURES: Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	H P L P Air Pumps Wet	Dry	Filter	Feed to Boilers
												Thrust			
Noon–4 p.m.	27	—	3	—	118	106	107	78	62	88	—	130	120	114	206
4–8 p.m.	28	—	3	—	120	104	110	93	62	90	—	130	122	114	205
8–12 p.m.	27	—	3	—	118	106	110	79	62	90	—	130	120	116	208
12–4 a.m.	27	—	3	—	118	102	108	78	62	90	—	128	118	115	208
4–8 a.m.	27	—	3	—	116	100	108	90	62	92	—	128	118	115	208
8 a.m.–Noon	27	—	3	—	118	102	108	88	62	94	—	129	118	114	205

	REVOLUTIONS: MAIN SHAFT: Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES: FEED PUMP: Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE: At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	89740	15620	65	120		—	—	400	—	40	2½	—	—
4–8 p.m.	06680	16940	70.5	120		—	—	480	—	40	2½	—	—
8–12 p.m.	23680	17000	70.8	120		—	—	480	—	40	2½	—	—
12–4 a.m.	39630	15950	66.4	120		—	—	400	—	40	2½	—	—
4–8 a.m.	56890	17260	71.9	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	72390	15500	72	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY: Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING: ENGINES DISCHARGED	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	DISTILLER	DENSITY OF BOILERS
.043							H. P. & D. P. Pinion Temp.					181 Bkts.	Port Fwd
+⅛	—	⅛F.					125°	20	hrs.	24	hrs.	6.34 Ton	Star Fwd
												Ash	Port Aft
													Star Aft

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 21st
4th Engr. 2 hrs	~~Dynamo No. 2 being overhauled~~
	Evap 3½ Ash 29 bkts
4—8 p.m.	Star'd boiler tubes & superheater cleaned
	Evap 3¾ Ash 30 bkts
8—12 p.m.	
	Evap 3¾ Ash 32 bkts
12—4 a.m. Moderate N	A.M. Date May 22nd
East'ly Gale	
Heavy beam sea	Evap 3¾ Ash 31 bkts
4—8 a.m.	Evaporator coils scaled
	Superheater tubes cleaned
	Evap 1 hr Ash 32
8 a.m.—NOON	No. 2 Armature taken adrift, commutator
2nd Engr. 2½ hrs.	field magnets examined
3rd " 2½ "	Evap 4 hrs Ash 30

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	CO.ZA	CYLINDER
BROUGHT FORWARD	555	16	—	—	11	4	104	—	8	—	1041						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	592	2	—	—	11	18	110	10	8	10	997						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		68.8	8.9	6.3		5 lbs.	Main & Aux. Condr. ~~Feed Heater~~	1½ lbs.
23	48	98270	211.8	150	29.2%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Main~~ Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenotic Meter	BAROMETER
Noon–4 p.m.	3rd	170	160	450	116	74	—	—	170	—	1¼	29	—	—
4–8 p.m.	2nd	175	165	460	120	78	—	—	175	—	1¼	29	—	—
8–12 p.m.	4th	170	160	452	116	74	—	—	170	—	1¼	29	—	—
12–4 a.m.	3rd	170	160	453	116	74	—	—	170	—	1¼	29	—	—
4–8 a.m.	2nd	175	165	458	116	74	—	—	175	—	1¼	29	—	—
8 a.m.–Noon	4th	175	165	454	120	80	—	—	175	—	1¼	29	—29	—64

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	~~XXXXX~~ Thrust wng	Dry	Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	118	100	110	84	63	92	—	130	120	110	207
4–8 p.m.	27	—	3	—	118	100	118	86	63	92	—	130	120	114	206
8–12 p.m.	27	—	3	—	118	98	112	82	63	92	—	130	120	114	206
12–4 a.m.	27	—	3	—	118	100	112	80	63	92	—	130	120	114	206
4–8 a.m.	27	—	3	—	118	100	114	84	64	92	—	130	120	110	201
8 a.m.–Noon	27	—	3	—	118	100	110	82	63	92	—	130	120	114	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	89500	17110	71.2	120		—	—	480	—	40	2¾	—	—
4–8 p.m.	07050	17550	73.1	120		—	—	480	—	40	2½	—	—
8–12 p.m.	24260	17210	71.7	120		—	—	480	—	40	2½	—	—
12–4 a.m.	41600	17340	71.9	120		—	—	480	—	40	2½	—	—
4–8 a.m.	58750	17150	71.4	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	76040	17290	74.5	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	~~XXXX~~ ELEC. LIGHT H.P.	HOURS WORKING EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~XXXX~~ DISTILLER	DENSITY OF BOILERS Port Fwd	
.043							Pinion Temp.					194 Bkts.	Star Fwd	
+⅛	—	⅛F.					125°	24 hrs.		24 hrs.		6.9 Ton	Port Aft	
													Star Aft	

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON–4 p.m. 4th Engr. 2½ hrs.	P.M. Date May 22nd No. 2 dynamo armature again adrift Evap 4 hrs Ash 32 bkts
4–8 p.m.	For'd Oil pu'p glands packed Evap 4 hrs Ash 36 bkts
8–12 p.m.	 Evap 4 hrs Ash 34 bkts
12–4 a.m. Gentle N.N.E. Wind & sea	A.M. Date ~~May 23rd~~ Evap 4 hrs Ash 29 bkts
4–8 a.m.	Superheater tubes blown Evap 4 hrs Ash 33
8 a.m.–NOON	 Evap 4 hrs Ash 30

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	592	2	—	—	11	18	110	10	8	10	997	
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44	
CARRIED FORWARD	628	8	—	—	12	12	117		9	—	953	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	CO.2.4	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		72.7	9.4	8.27		5 lbs.	Main and Aux. Condr. & Heater	1½ lbs.
23	48	103650	223	197	12.7%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE Steaming Boilers	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	170	160	454	105	68	—	—	170	—	1¼	28	—	—
4–8 p.m.	2nd	170	160	455	117	76	—	—	170	—	1¼	28½	—	—
8–12 p.m.	4th	175	165	460	110	72	—	—	175	—	1¼	29	—	—
12–4 a.m.	3rd	175	165	460	117	76	—	—	175	—	1¼	28½	—	—
4–8 a.m.	2nd	175	165	460	120	78	—	—	175	—	1¼	28½	—	—
8 a.m.–Noon	4th	175	165	460	120	78	—	—	175	—	1¼	29	—29"–67	—

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES L.P. Eng Room	Stoke hold	Sea	Disch	LP Exhaust Steam	Thrust Wet	Thrust Dry	Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	118	80	108	80	66	92	—	130	120	110	202
4–8 p.m.	27	—	3	—	120	86	114	86	67	92	—	128	120	112	202
8–12 p.m.	27	—	3	—	120	84	108	84	65	90	—	128	122	112	206
12–4 a.m.	27	—	3	—	120	76	105	76	66	92	—	130	120	118	210
4–8 a.m.	27	—	3	—	116	84	106	84	66	92	—	130	120	114	202
8 a.m.–Noon	27	—	3	—	100	88	105	82	63	94	—	130	120	116	208

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Eng Casing	At Aux Pipe	At Purifiers
Noon–4 p.m.	92460	16420	68.4	120		—	—	440	—	40	2¾	—	—
4–8 p.m.	09960	17500	72.9	120		—	—	480	—	40	2½	—	—
8–12 p.m.	21930	16970	70.7	120		—	—	480	—	40	2½	—	—
12–4 a.m.	44240	17510	72.1	120		—	—	480	—	40	2½	—	—
4–8 a.m.	61830	17590	73.3	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	78580	16750	73.8	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	DISTILLER	DENSITY OF BOILERS
.043 +⅛	—	⅛F.				H. P. Pinion Temp. 125°	24 hrs.		24 hrs.		Bkts. Ton	Port Fwd Star Fwd Port Aft Star Aft

FROM ~~Norfolk Va~~ TOWARDS ~~Marseilles~~

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. 4th Engr. 2 hrs.	P.M. Date ~~May 23rd~~ ~~No. 2 Dynamo overhauled~~ Evap 4 hrs Ash 36
4–8 p.m.	Evaporator coils scaled
8–12 p.m.	~~Evap 1½ Ash 27~~ ~~Armature taken out & Field Magnets~~ tested, Cables rejointed Evap 4 hrs Ash 28
12–4 a.m. Light West'ly winds	A.M. Date ~~May 24th~~
4–8 a.m.	~~Evap 4 hrs Ash 34 bkts~~ ~~Boiler tubes & Superheaters blown~~ Winches being overhauled Evap 4 hrs Ash 30 bkts
8 a.m.—NOON 3rd Engr. 2 hrs 2nd " 2 "	Wires connected on dynamo & being tried, oil leaking from bearing Evap 4 hrs Ash 30

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	628	8	—	—	12	12	117	—	9	—	953	
DAYS CONSUMPTION	30	6	—	—		14	6	10	—	10	44	
CARRIED FORWARD	664	14	—	—	13	6	123	10	9	10	908	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		72	9.3	7.79		5 lbs.	Main & Aux. ~~Condr. & Heater~~	1½ lbs.
23	45	102740	220.8	185	17.2%	CHIEF ENGINEER R. G. DONALDSON		

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VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Steam~~ Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	170	160	452	110	72	—	—	170	—	1¼	28½	—	—
4–8 p.m.	2nd	175	165	460	117	76	—	—	175	—	1¼	28½	—	—
8–12 p.m.	4th	175	165	460	120	80	—	—	175	—	1¼	28½	—	—
12–4 a.m.	3rd	170	160	453	116	74	—	—	170	—	1¼	28½	—	—
4–8 a.m.	2nd	175	165	456	117	76	—	—	175	—	1¼	28½	—	—
8 a.m.–Noon	4th	175	165	460	116	74	—	—	175	—	1¼	28½	—29"·79	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng. Room	Stoke hold	Sea	Disch.	L.P. Exhaust Steam	H.P. L.P. Air Pumps ~~Wet~~ Dry Thrust	Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	118	102	107	80	66	92	—	130	120	112	206
4–8 p.m.	27	—	3	—	118	102	107	82	67	92	—	130	120	112	206
8–12 p.m.	27	—	3	—	118	105	106	80	65	92	—	131	120	114	204
12–4 a.m.	27	—	3	—	118	104	114	83	66	91	—	130	120	116	204
4–8 a.m.	27	—	3	—	122	105	116	84	66	92	—	130	122	111	205
8 a.m.–Noon	27	—	3	—	124	104	120	86	64	92	—	130	120	112	200

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Eng. Control	At Aux. Pilot	At Furnaces
Noon–4 p.m.	95430	16850	70.1	120		—	—	480	—	42	2½	—	—
4–8 p.m.	12940	17510	72.3	120		—	—	480	—	40	2½	—	—
8–12 p.m.	30700	17760	74	120		—	—	480	—	40	2½	—	—
12–4 a.m.	47750	17030	71	120		—	—	480	—	42	2½	—	—
4–8 a.m.	65260	17510	72.9	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	81260	16000	71.4	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER
043						
+⅛	—	⅛F.				

HOURS WORKING ~~Machinery~~ H. P. & L. P. Pinion Temp.	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~Clinker~~ Ash	DENSITY OF BOILERS
124°	21½ hrs.		24 hrs.		7.2 Ton	Port Fwd
					206 Bkts.	Star Fwd
						Port Aft
						Star Aft

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 24th
4th on Dynamo	Ash Hoist drain cock repaired
2 hrs. O. T.	Evap 4 hrs Ash 35 bkts
4—8 p.m.	No. 2 port tank pumped dry
	Centre boiler smoke box cleaned
	Evap 4 hrs Ash 34 bkts
8—12 p.m.	Port boiler smoke box cleaned
	Evap 4 hrs Ash 32 bkts
12—4 a.m.	A.M. Date May 25th
	Star'd smoke boxes cleaned
	Evap 4 hrs Ash 33
4—8 a.m.	Evaporator coils scaled
	Superheater tubes blown
	Ash 35 Vap 1½ hrs.
8 a.m.—NOON	Dynamo again coupled up & run
3rd Engr. 2½ hrs	Vap 4 hrs Ash 37 bkts
2nd " 2 "	No results. Winches overhauled

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	CON.ZA	CYLINDER
BROUGHT FORWARD	664	14	—	—	13	0	123	10	9	10	909						
DAYS CONSUMPTION	36	0	—	—		14	0	10	—	10	45						
CARRIED FORWARD	701	—	—	—	14	—	130	—	10	—	864						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
		72.1	9.3	9.12		5 lbs.	Main & Aux. Condr. & Heater	1½ lbs.
23	44	102680	220.6	217	2.1%	CHIEF ENGINEER R. G. DONALDSON		

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VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS	BOILER STEAM PRESSURE Before Main Steamer Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenote Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	454	120	78	—	—	175	—	1¼	28½	—	—
4–8 p.m.	2nd	175	165	458	120	78	—	—	175	—	1¼	28½	—	—
8–12 p.m.	4th	175	165	458	120	80	—	—	175	—	1¼	28½	—	—
12–4 a.m.	3rd	175	165	462	116	74	—	—	175	—	1¼	28½	—	—
4–8 a.m.	2nd	175	165	460	120	80	—	—	175	—	1¼	28½	—	—
8 a.m.–Noon	4th	175	165	460	120	80	—	—	175	—	1¼	28½	—29"·91	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	H.P. L.P. Thrust Wet	Dry	Filter	Feed to Boilers
Noon–4 p.m.	27	—	3	—	124	104	125	94	68	95	—	134	122	114	205
4–8 p.m.	27	—	3	—	122	108	125	98	68	95	—	134	122	110	206
8–12 p.m.	27	—	3	—	122	106	124	94	68	95	—	134	122	112	208
12–4 a.m.	27	—	3	—	122	106	106	80	65	93	—	130	122	110	205
4–8 a.m.	27	—	3	—	122	104	118	88	66	95	—	130	122	112	204
8 a.m.–Noon	27	—	3	—	120	102	118	86	66	94	—	130	122	112	205

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At For'd Cargo	At Ash Fits	At Furnaces
Noon–4 p.m.	98920	17760	73.5	120		—	—	480	—	42	2¾	—	—
4–8 p.m.	16700	17680	73.7	120		—	—	480	—	42	2¾	—	—
8–12 p.m.	34490	17780	74.1	120		—	—	480	—	42	2½	—	—
12–4 a.m.	51650	17160	71.5	120		—	—	480	—	42	2½	—	—
4–8 a.m.	69440	17790	74.1	120		—	—	480	—	42	2½	—	—
8 a.m.–Noon	85980	16540	74.1	120		—	—	480	—	42	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING Engine Manager H. P. C. P. Pinion Temp.	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	DISTILLER Ash	DENSITY OF BOILERS Port Fwd	Starr Fwd	Port Aft	Starr Aft
.043												184 Bkts.				
⅛+	—	⅛F.					126°	22	hrs.	24	hrs.	6.44 Ton				

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. 4th Engr. 2 hrs.	P.M. Date May 25th No. 2 dynamo being coupled up Evap. 4 hours Ash 34 bkts
4—8 p.m.	Evap 4 hours Ash 30 bkts
8—12 p.m.	Carbon brushes fitted on commutator Evap 4 hrs Ash 29 bkts
12—4 a.m.	A.M. Date May 26th Evap 4 hrs Ash 32 bkts
4—8 a.m.	Evaporator coils scaled Winch clutch reversing gear overhauled Evap 2 hrs Ash 35
8 a.m.—NOON 3rd Engr. 2 hrs 2nd " 2½ "	No. 2 dynamo running & failed to generate. Winches being worked at Vap 4 hrs Ash 26

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	701	—	—	—	14	—	130	—	10	—	865						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	737	6	—	—	14	14	136	10	10	10	821						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		73.2	9.5	8.4		5 lbs.	Main Condr. & Aux. Condr Heater	1½ lbs.
23	49	104710	226.2	200	11.5%			

CHIEF ENGINEER R. G. DONALDSON

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VOYAGE NO._____

ENGINEER'S LOG- S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	M.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press			
		XXX Boilers	Before Manifold Valve	Temp°					Forward	Aft		Gauge	Kenyon Meter	
Noon–4 p.m.	3rd	175	165	454	110	72	—	—	175	—	1¼	28	—	—
4–8 p.m.	2nd	175	165	456	120	82	—	—	175	—	1¼	28	—	—
8–12 p.m.	4th	175	165	460	120	82	—	—	175	—	1¼	28	—	—
12–4 a.m.	3rd	175	165	460	120	80	—	—	175	—	1¼	28	—	—
4–8 a.m.	2nd	175	165	458	120	82	—	—	175	—	1¼	28	—	—
8 a.m.–Noon	4th	175	165	452	120	82	—	—	175	—	1¼	28	—29	-78

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES H.E. L.P. XXXX Thrust								
	Pump Discharge	Cooler Outlet	Bearings Main	Main Thrust	Cooler Inlet	Cooler Outlet	Eng. Room	Stoke hold	Sea	Dischg.	L.P. Exhaust Steam	Wet	Dry	Filter	Fuel to Boilers
Noon–4 p.m.	26	—	3	—	122	105	120	92	68	96	—	132	124	112	204
4–8 p.m.	28	—	3	—	124	107	118	90	62	93	—	133	124	110	202
8–12 p.m.	26	—	3	—	122	104	118	86	60	93	—	132	124	114	204
12–4 a.m.	26	—	3	—	122	104	118	88	64	95	—	133	124	114	205
4–8 a.m.	27	—	3	—	120	102	114	84	62	93	—	130	122	116	205
8 a.m.–Noon	27	—	3	—	122	104	115	82	63	95	—	130	122	114	205

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ'g Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Aux Fires	At Funnel
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	02830	16850	70.2	120		—	—	480	—	40	2½	—	—
4–8 p.m.	21050	18220	75.9	120		—	—	480	—	40	2½	—	—
8–12 p.m.	39190	18140	75.4	120		—	—	480	—	40	2½	—	—
12–4 a.m.	57140	17950	74.7	120		—	—	480	—	40	2½	—	—
4–8 a.m.	75210	18070	75.2	120		—	—	480	—	40	2½	—	—
8 a.m.–Noon	91460	16250	74.5	120		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DISTILLED XXXX ASH	DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				XXXX Injury Bearings P	EVAPORATOR		ELECTRIC LIGHT				
HP	IP	LP	HP	IP	LP		H. Pinion Temp	Port	Starbd	Port	Starbd		Port Fwd	
.043												174 Bkts.	Star Fwd	
+¼	—	¼F.					126°	22	hrs.	2	hrs.	6.1 Ton	Port Aft	
													Star Aft	

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date May 26th
4—8 p.m.	Evap 4 hrs Ash 33 bkts
8—12 p.m.	Evap 4 hrs Ash 28 bkts
12—4 a.m.	Evap 4 Ash 36 bkts A.M. Date May 27th
4—8 a.m.	~~Superheaters cleaned~~ Evap 4 Ash 32 bkts Evaporator coils scaled
8 a.m.—NOON	Evap 2 hrs Ash 32 Bunker winch new slide valve spindle fitted Evap 4 Ash 25 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	737	6	—	—	14	14	136	10	10	10	821						
DAYS CONSUMPTION	36	6	—	—	—	14	6	10	—	10	44						
CARRIED FORWARD	773	12	—	—	15	8	143	—	11	—	777						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
		73.7	9.5	8.48		5 lbs.	Aux. Condr. & Main Condr. & Feed Heater	1½ lbs.
23	50	105480	226.4	202	11.5%	CHIEF ENGINEER R. G. DONALDSON		

4

VOYAGE NO._____

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		Main Boilers	Before Man'oivre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Gauge	Kenyon Meter	
Noon–4 p.m.	3rd	175	165	460	117	76	—	—	175	—	1¼	28	—	—
4–8 p.m.	2nd	175	165	460	125	86	—	—	175	—	1¼	28	—	—
8–12 p.m.					Anchor Watch									
12–4 a.m.					"		"							
4–8 a.m.					Moving to Wharf									
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng. Room	Stoke hold	Sea	Disch.	L.P. Exhaust Steam	H.P. L.P. Thrust Wet	H.P. L.P. Thrust Dry	Filter	Fwd to Boilers
Noon–4 p.m.	26	—	3	—	122	104	118	87	68	93	—	130	122	112	204
4–8 p.m.	26	—	3	—	122	104	118	89	68	93	—	130	122	106	196
8–12 p.m.															
12–4 a.m.					Anchor Watch										
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min.	Main Circ. Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min.	Oil Pump per Min.	At Fan Casing	At Ash Ejs.	At Furnaces
Noon–4 p.m.	08920	17360	72.1	120		—	—	480	—	42	2½	—	—
4–8 p.m.	19410	10490	77.7	120		—	—	480	—	40	2½	—	—
8–12 p.m.													
12–4 a.m.				Anchor Watch									
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				ARCING & OIL P.	EVAPORATOR		ELECTRIC LIGHT		OIL FUEL ASH	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		
.043						H. P. Pinion Temp.						32 Bkts.	Port Fwd
+⅛	—	⅛F.					126°	6	hrs.	6–15		1.1 Ton	Starb Fwd
													Port Aft
													Starb Aft

FROM Norfolk Va TOWARDS Marseilles

WEATHER CONDITIONS	REMARKS
NOON–4 p.m. No. 2 Star'd Winch Slide valve fitted. 4th Engr. 3½ hrs.	P.M. Date ~~May 27th Thurs.~~ Steam on deck heaving derricks Evap 4 hrs. Ash 32 bkts
4–8 p.m. ANCHORED Evap 2 hrs	~~Arriving Marseilles Std by 6.18. Half 6.26 Slow 6.38. Stop 6.39 PILOT Slow Ahd 6.45 Stop 7.0 F.W.E. 7.15 P.M. All Auxiliarys shut~~
8–12 p.m.	Light run from centre boiler Evaporator working each watch
12–4 a.m.	A.M. Date ~~May 28th Friday~~ ~~All smoke boxes cleaned out and fires~~ cleaned
4–8 a.m.	Steam raised for moving from anchorage to wharf. Stbd by 6.8 F.W.E. 7.55 A.M.
8 a.m.–NOON 90 tons F.W. supplied to ship Both F.W. Tanks filled	~~Port boiler fires drawn & steam blown off~~ Bunker winch eccentric rods crossed

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	773	12	—	—	15	8	143	—	11	—	777	
DAYS CONSUMPTION	8	15	—	—	—	—	2	—	—	2	11	
CARRIED FORWARD	782	7	—	—	15	11	145	—	11	2	766	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		74.2	9.6	7.2		5 lbs.	Main & Aux. Condr. & Heaters	——
6	15	27850	60	45	25%	CHIEF ENGINEER R. G. DONALDSON		

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.					Friday May 28th									
4–8 p.m.														
8–12 p.m.					Centre Boiler fires drawn & steam blown off									
12–4 a.m.					Port " pumped out & doors knocked in									
4–8 a.m.					All firemen cleaning up in engine room & wiping down									
8 a.m.–Noon														

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Stoke hold	TEMPERATURES Sea	TEMPERATURES Disch	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

No. 1 Dynamo brush holder broken
Changed brushes & holder from No. 2 dynamo
3rd Engr. on duty till 6-0 A.M. & from 6-0 P.M. to 1-0 A.M.

Saturday May 9th

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circg Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE Al. Fan Casing	AIR PRESSURE Air Asb. Pipe	AIR PRESSURE Air Funnel
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

Cargo commenced 7-0 AM. All winches working
Port Boiler Smoke boxes & tubes cleaned
Centre Boiler pumped out and doors taken off
Standard Repair Co., doing repair work
No. 2 Armature taken adrift & taken to repair shop
Coloer connection of "Evinrood" sent for repair

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM at Marseilles TOWARDS France

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date
	Boiler scalers commenced Port-Boiler
4—8 p.m.	Drain repaired on circulating pump ~~Circulator pump impeller gland packed~~ ~~Firemen chipping salt from Port boiler~~ ~~Port Boiler Star'd Backend & tube plate~~
8—12 p.m.	Dynamo stopped 7-30 P.M. Fires banked Cargo finished 5-0 P.M. 3rd Engr. examined by Doctor & ordered
12—4 a.m. 5th Engr. on duty 1-01 P.M.—10-30 P.M.	to hospital Date 4th Engr. drunk
4—8 a.m. 4th Engr. 8-30 AM to 10-30 P.M.	~~Sunday May 30th~~ ~~Cargo commenced 7-0 AM to 4-0 P.M.~~ Boiler scalers in port boiler
8 a.m.—NOON 5th Engr. 6-0 AM. to 8-0 AM.	Dynamo running 4th Engr. on duty

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

4

VOYAGE NO._____ "Willdomino"

ENGINEER'S LOG S.S._____

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press	Guage	Kenotometer
		After Strainer	Before Man'uvre Valve	Temp^{e}					Forward	Aft			
Noon–4 p.m.					Monday May 31st								
4–8 p.m.		Cargo working from 7-0 A.M. to 5-0 P.M.											
8–12 p.m.		Boiler scaler in Port & Centre Boiler											
12–4 a.m.		1 Zinc plate fitted centre boiler											
4–8 a.m.		Centre boiler Tubes swept & back ends cleaned											
8 a.m.–Noon													

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.	Salt being chipped from Furnace Port Boiler														
4–8 p.m.	~~Tank top and Bilges being cleaned out~~														
8–12 p.m.	Weir pump glands packed														
12–4 a.m.	Baffle plates fitted in port boiler furnaces														
4–8 a.m.	All ballast tanks filled														
8 a.m.–Noon	Dynamo running till 10.30 P.M.														

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ. Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Aux Pipe	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	5th Engr. on duty. 4th Engr. drunk												
4–8 p.m.													
8–12 p.m.	Tuesday June 1st												
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon	Cargo commenced 7-0 A.M. to 5-0 P.M.												

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG. MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM — at Marseilles TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Baffle plates fitted centre blr furnaces Centre boiler brushed down, washed out
4—8 p.m.	doors jointed & pumped up ~~Weir pump shuttle valve & gear overhauled~~ ~~Firemen heaving ashes, cleaning E. room~~ ~~Bilges, Tank tops & tunnel~~
8—12 Boiler makers working at tubes. Port blr.	Chipping salt from port boiler furnace Boiler scalers chipping port boilers
12—4 a.m. 4th Engr. drunk	A.M. Date 3rd Engr. resumed duty 1-30 A.M. ~~2nd " on duty 6-0 P.M. to 10-30 P.M. Dynamo~~
4—8 a.m.	Wednesday June 2nd
8 a.m.—NOON	Weir pump valve gear lined up and gear replace Air checks overhauled centre boiler Top door jointed & fires set away "

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P Ahead Inlet	H.P Second Expansion	H.P Exhaust	L.P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.					Wednesday June 2nd									
4–8 p.m.														
8–12 p.m.		Bridges built—fire bars fixed												
12–4 a.m.		Boiler scalers in port boiler												
4–8 a.m.		" makers on port boiler tubes												
8 a.m.–Noon		Furnace baffles fitted port boiler												

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Stoke hold	TEMPERATURES Gas	TEMPERATURES Disch	TEMPERATURES L.P Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
Noon–4 p.m.	Centre boiler circulated & steam raised														
4–8 p.m.	~~10-30 P.M. Star'd boiler fires drawn & steam blown off~~														
8–12 p.m.	~~2nd Engineer opeing up at 6-0 A.M.~~														
12–4 a.m.	~~5th " on duty till 10-30 P.M.~~														
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circg Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At Fan Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Furnaces
Noon–4 p.m.				Thursday June 3rd									
4–8 p.m.													
8–12 p.m.	Cargo commenced 7-0 AM to 5-0 P.M.												
12–4 a.m.	Port boiler finished scaling, washed out												
4–8 a.m.	& bottom doors jointed, & pumped up												
8 a.m.–Noon	Star'd boiler tubes swept, back ends cleaned												

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft

FROM — at Marseilles TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Bridges built Star'd boiler 6 Zinc plates port boiler
4—8 p.m.	Boiler makers on tube Salt chipped out of back end &c Copper expansion piece repaired & rejointed
8—12 p.m.	H. P. Turbine oil pipes repaired E. R. Bilge valve found broken, so had same repaired. Radojets discharge valves examined
12—4 a.m.	A.M. Date (1 broken) Dynamo brought on board & fixed
4—8 a.m.	Had 1 hour trial run, satisfactory Peaks pumped up 5th on duty, 6-0 P.M. to 10-30 PM
8 a.m.—NOON	Scalers finished, no time to scale Star'd boiler

	COAL CONSUMPTION												OILS				
	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts					
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs. Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press	Guage	Kenyon Meter	
		After Strainer	Before Man'uvre Valve	Temp°					Forward	Aft				
Noon–4 p.m.														
4–8 p.m.					Friday June 4th									
8–12 p.m.														
12–4 a.m.	Steam ordered for Saturday morning													
4–8 a.m.	Fires set away on port boiler & Star'd boiler													
8 a.m.–Noon	Boiler makers finished tubes													

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stake hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.	Radojet discharge valve repaired														
4–8 p.m.	Flexible hose pipe fitted on H. P. Turbine Oil Pipe														
8–12 p.m.	Clip made for steam pipe joint in Engine room														
12–4 a.m.	4th engr paid off														
4–8 a.m.	All boilers circulated during night														
8 a.m.–Noon	Cargo finished 4-0 P.M.														

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	Engineers commenced Watches 12-0 MIDNIGHT												
4–8 p.m.	Coal used in Port from Thursday 6-15 P.M. to												
8–12 p.m.	8-50 AM. Saturday. Full away—45½ Tons												
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM _____ at Marseilles TOWARDS _____

WEATHER CONDITIONS	REMARKS
NOON–4 p.m. Thursday 2½ Friday 7 Saturday 3½	P.M. Date _____ Work done by Repair Co. in Port Boilers (P. & C.) scaled thoroughly
4–8 p.m. Sunday 3½ Monday 3½ Tuesday 3½	
8–12 p.m. Wednesday 4½ Thursday 4½ Friday 9	
12–4 a.m. Saturday 4 45½	A.M. Date _____
4–8 a.m.	
8 a.m.—NOON	

	COAL CONSUMPTION												OILS				
	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts					
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS ENTERED BOILER	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp'	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon	1st	175	165	432	135	98	—	—	175	—	1¼	26	—29"-45	

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Stoke hold	TEMPERATURES Sea	TEMPERATURES Disch	TEMPERATURES Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Fwd to Boilrs
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon	27	—	3	—	122	105	102	98	64	90	—	132	126	110	204

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circ'g Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At Fan Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Furnaces
Noon–4 p.m.													
4–8 p.m.	Counter												
8–12 p.m.	Spindle												
12–4 a.m.	Broken												
4–8 a.m.													
8 a.m.–Noon		80		145		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP
1.043					
4¼	—	⅛F			

SHAFT HORSE POWER XXXX H. P. & I. P.

Pinion Temp. 124°

HOURS WORKING: REFRIG MACHINERY XXXX; EVAPORATOR Port —; EVAPORATOR Starbd —; ELECTRIC LIGHT Port H.M. 4-51; ELECTRIC LIGHT Starbd —; DISTILLER XXXX

DENSITY OF BOILERS: Port Fwd; Star Fwd; Port Aft; Star Aft

FROM _____ TOWARDS Palermo

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date _____
4—8 p.m.	Arrived Marseilles 766 Tons Used in Port 45½ "
8—12 p.m.	~~720½ Tons~~
12—4 a.m.	A.M. Date Saturday June 5th Turbines warmed through and all auxiliaries ~~tried~~
4—8 a.m. Fresh N.W. Wind smooth sea	Stand by ~~7.15~~ A.M. Various movements at ~~Breakwater till Full Ahd. 8.9 A.M.~~
8 a.m.—NOON	

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	782	7	—	—	15	11	145	—	11	2	720	10
DAYS CONSUMPTION	7	11	—	—	—	2	1	5	—	2	9	
CARRIED FORWARD	789	18	—	—	15	13	146	5	11	4	711	10

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD					
DAYS CONSUMPTION					
CARRIED FORWARD					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines ~~10.4~~	By Ship ~~10.1~~	Slip Per cent	Pressure	Where led to	Feed Heater Press
4	51	80	54.4	49	2.8%		~~Main Condenser~~ Feed Heater	

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE: After Superheater (Boiler)	BOILER STEAM PRESSURE: Before Man'uvre Valve	BOILER STEAM: Temp°	STEAM PRESSURES: H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS: Forward	EJECTORS: Aft	Gland Steam Press	VACUUM: Guage	VACUUM: Kenots Meter	BAROMETER
Noon–4 p.m.	3rd	175	165	440	135	98	—	—	—	175	1¼	26½	—	—
4–8 p.m.	2nd	175	165	438	135	98	—	—	—	175	1¼	26	—	—
8–12 p.m.	1st	175	165	444	135	98	—	—	—	175	1¼	26	—	—
12–4 a.m.	3rd	175	165	452	135	98	—	—	—	175	1¼	26	—	—
4–8 a.m.	2nd	175	165	450	135	98	—	—	—	175	1¼	26	—	—
8 a.m.–Noon	1st	175	165	456	135	98	—	—	—	175	1¼	26	—	29.9

	OIL PRESSURES: Pump Discharge	OIL PRESSURES: Cooler Outlet	OIL PRESSURES: Bearings Mean	OIL PRESSURES: Main Thrust	OIL TEMPERATURES: Cooler Inlet	OIL TEMPERATURES: Cooler Outlet	TEMPERATURES: Eng. Room	TEMPERATURES: Stoke hold	TEMPERATURES: Sea	TEMPERATURES: Dinch	TEMPERATURES: L.P. Exhaust Steam	TEMPERATURES: Air Pumps Wet	TEMPERATURES: Air Pumps Dry	TEMPERATURES: Filter	TEMPERATURES: Feed to Boilers
												H.P. L.P. Thrust			
Noon–4 p.m.	25	—	3	—	124	108	104	82	64	89	—	126	124	112	204
4–8 p.m.	27	—	3	—	128	110	109	84	64	90	—	130	125	114	200
8–12 p.m.	26	—	3	—	128	116	114	85	66	94	—	136	124	110	206
12–4 a.m.	27	—	3	—	130	116	104	80	66	98	—	140	126	110	206
4–8 a.m.	25	—	3	—	128	114	114	82	67	97	—	140	126	116	206
8 a.m.–Noon	26	—	3	—	130	118	118	80	68	98	—	140	128	115	206

	REVOLUTIONS: MAIN SHAFT Counter	REVOLUTIONS: MAIN SHAFT Per Watch	REVOLUTIONS: MAIN SHAFT Per Min	REVOLUTIONS: Main Circg Pump	REVOLUTIONS: Oil Cooler Pump	DOUBLE STROKES: FEED PUMP Counter	DOUBLE STROKES: FEED PUMP Per Watch	DOUBLE STROKES: FEED PUMP Per Hour	DOUBLE STROKES: Air Pump per Min	DOUBLE STROKES: Oil Pump per Min	AIR PRESSURE: At Fan Casing	AIR PRESSURE: At Ash Fits	AIR PRESSURE: At Furnaces
Noon–4 p.m.			80	145		—	—	480	—	36	2½	—	—
4–8 p.m.	Counter		80	145		—	—	480	—	40	2	—	—
8–12 p.m.	Out of		80	145		—	—	480	—	40	2	—	—
12–4 a.m.	Order		80	145		—	—	480	—	40	2½	—	—
4–8 a.m.			80	145		—	—	480	—	38	2½	—	—
8 a.m.–Noon			80	145		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY: Finger Piece Reading: HP	IP	LP	Finger Piece Index: HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING: MACHINERY	EVAPORATOR: Port	EVAPORATOR: Starbd	ELECTRIC LIGHT: Port	ELECTRIC LIGHT: Starbd	DISPOSAL	DENSITY OF BOILERS
.043							H.P. & L.P. Pinion Temp.					180 Bkts Ash	Port Fwd
+1⅛ —	1⅛						130°	10½ hrs.		24 hrs.		6.34 Tons	Starb Fwd
													Port Aft
													Starb Aft

FROM Marseilles TOWARDS Palermo

WEATHER CONDITIONS	REMARKS
NOON–4 p.m.	P.M. Date Saturday June 5th Steam on deck, using winches for cleaning cargo holds Ash 30 bkts.
4–8 p.m.	No. 1 Port Bilge pumping, no results Poor vacuum, engines vibrating badly Ash 31 bkts
8–12 p.m.	Vibration still on, Gearing awfully noisy Ash 28 bkts.
0–4 a.m.	A.M. Date ~~Sunday June 6th~~ Trouble with condensate pump stopping Ash 32 Evap 3½ hrs.
4–8 a.m. Light N. W'ly winds, smooth sea	Condensate pump again stopped. new top half brass fitted & Rotor adjusted. Ash 31 bkts. Evap 3 hrs.
8 a.m.–NOON	Steam on deck Superheaters blown Ash 30 bkts. ~~Evap 3 hours.~~

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	789	18	—	—	15	13	146	5	5	11	711	10
DAYS CONSUMPTION	35	6	—	—		14	6	10	10	—	43	—
CARRIED FORWARD	825	4	—	—	16	7	152	15	15	11	668	10

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	CO.24	CYLINDER

STEAMING TIME Hours	Mins	Average Revs Per Min	DISTANCE RUN By Engines	By Skip	Slip Per cent
			10.4	9.86	
23	50	80	247.8	235	5.7%

AUXILIARY EXHAUST STEAM Pressure	Where led to	Feed Heater Press
5 lbs.	Main Condenser & Feed Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press	Gauge	Kenots Meter	
		XXX Boiler	Before Man'uvre Valve	Temp°					Forward	Aft				
Noon–4 p.m.	3rd	175	165	450	135	98	—	—	—	175	1¼	26	—	—
4–8 p.m.	2nd	175	165	450	135	98	—	—	—	175	1¼	26	—	—
8–12 p.m.	1st	175	165	452	135	98	—	—	—	175	1¼	26	—	—
12–4 a.m.	3rd	175	165	452	135	98	—	—	—	175	1¼	26	—	—
4–8 a.m.	2nd	175	165	448	135	98	—	—	—	175	1¼	26	—	—
8 a.m.–Noon	1st	175	165	450	135	98	—	—	—	175	1¼	26	—29"	—60

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	H.P. L.P. Air Pumps Wet XXXX Dry Thrust		Filter	Feed to Boilers
Noon–4 p.m.	25	—	3	—	132	117	115	83	70	102	—	140	132	109	205
4–8 p.m.	27	—	3	—	129	114	117	86	68	100	—	139	130	110	205
8–12 p.m.	27	—	3	—	128	115	119	88	69	98	—	140	130	115	207
12–4 a.m.	27	—	3	—	130	113	112	80	68	102	—	132	132	110	196
4–8 a.m.	27	—	3	—	128	114	118	88	67	103	—	138	130	110	204
8 a.m.–Noon	27	—	3	—	124	115	112	84	70	103	—	138	130	112	204

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.			80	145		—	—	480	—	40	2¾	—	—
4–8 p.m.	Counter		80	145		—	—	480	—	40	2¾	—	—
8–12 p.m.	Out of		80	145		—	—	480	—	40	2¾	—	—
12–4 a.m.	Order		80	145		—	—	480	—	40	2¾	—	—
4–8 a.m.			80	145		—	—	480	—	40	2¾	—	—
8 a.m.–Noon			80	145		—	—	480	—	40	2¾	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index			H.P. XXXX IP Trig L.P. MACHINERY	EVAPORATOR		ELECTRIC LIGHT		BOILER	
HP	IP	LP	HP	IP	LP		Port	Starbd	Port	Starbd		Port Fwd
.043											181 Bkts.	
+⅛	—	⅛F				Pinion Temp.						Star Fwd
						132°	21 hrs.		24 hrs.		6.35 Ton	Port Aft
												Star Aft

FROM Marseilles TOWARDS Palermo

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sunday June 6th
	Steam on after deck. No. 1 P & S Bilge
	pumped Evap 3½ hrs. Ash 33 bkts
4—8 p.m.	Poor Vacuum, crack found in old expan-
	sion pipe, covered with red lead
	Evap 3½ hrs Ash 30 bkts
8—12 p.m.	Passage & 1st Officers room lights
	repaired. Wire gone in bunker
	Evap 3½ Ash 30 bkts
12—4 a.m. Light N.W. &	A.M. Date Monday June 7th
Easterly wind	Gearing very noisy
Smooth sea	crack in expansion piece
4—8 a.m.	Evap 3½ hrs Ash 31 bkts
	Poor vacuum, air being drawn through
	Evap 3½ hrs Ash 30 bkts
Evap 3½ hrs Ash 30	Weir pump working direct from Condr.
deck from 6-0 A.M.	Condensate Pump stopped
Steam on	Joint made on steam line. After deck

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	825	4	—	—	16	7	152	15	11	14	668	10					
DAYS CONSUMPTION	35	6	—	—	—	14	6	10	—	10	43						
CARRIED FORWARD	860	10	—	—	17	1	159	5	12	4	625	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
			10.4	9.06		4 lbs.	Main Condr. & Feed Heater	1 lb.
23	43	80	246.6	215	13.4%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS ONBOARD	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		XXXX Boilers			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenoto Meter	
		Water Steamer	Before Man'uvre Valve	Temp°										
Noon–4 p.m.	3rd	175	165	448	132	92	—	—	—	175	1¼	Var-	—	—
4–8 p.m.	2nd	175	165	450	132	92	—	—	—	175	1¼	ious	—	—
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	XXXXX Water	XXXXX Air	Filter	Feed to Boilers
Noon–4 p.m.	25	—	2½	—	126	114	108	81	70	100	—	134	124	106	202
4–8 p.m.	27	—	2½	—	125	114	116	90	70	100	—	134	124	110	206
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circg Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	Counter		80	145		—	—	480	—	40	2¾		
4–8 p.m.	Out of Order		80	145		—	—	480	—	40	2¾		
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	XXXX MACHINERY	HOURS WORKING				XXXX DISTILLER	DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG P.	EVAPORATOR		ELECTRIC LIGHT				
HP	IP	LP	HP	IP	LP		H. P. Pinion Temp	Port	Starbd	Port	Starbd		Port Fwd	
.043												65 Bkts.	Star Fwd	
+⅛	—	⅛F					130°		—	6½	hrs.	2.2 Ton	Port Aft	
													Star Aft	

FROM Marseilles **TOWARDS** Palermo

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Ford 8′—8″ Draft Aft. 15′—9″ Mean 12′—2½	P.M. Date June 7th Monday Port boiler star'd furnace bottom tube commenced leaking badly Ash 32 bkts
4—8 p.m. Ash 30	5th Engineer making patch for broken winch gland 2½ hrs A. T. Arriving Palermo Stb by 6-23. Slow 6-30 Stop 6-32 Full Ast 6-33
8—12 p.m.	Stop 6-35 Various movements till F.W.E. 7.16 P.M. Fires drawn Port Boiler Steam blown off dynamo till 4-0 A.M.
12—4 a.m.	A.M. Date ~~June 8th Tuesday~~ No. 2 dynamo taken adrift to have new washer fitted. Self making washed & fitting same
4—8 a.m.	2nd Engr. caulking leaky tube and rejointing washer on stopper
8 a.m.—NOON	Whistle joint on port boiler remade Starb'd boiler back end being cleaned All winches working cargo all day

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	860	10	—	—	17	1	139	5	12	4	625	10
DAYS CONSUMPTION	8	1	—	—	—	4	2	3	—	2	10	10
CARRIED FORWARD	868	11	—	—	17	5	161	8	12	6	615	

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
			10.4	8.4		4 lbs.	Main Condr. & Feed Heater	1 lb.
6	30	80	67.6	55	19.2%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 1

ENGINEER'S LOG S.S. Willdomino

WATCH	ENGINEERS in CHARGE	BOILER STEAM: PRESSURE: After Strainer	BOILER STEAM: PRESSURE: Before Man'uvre Valve	BOILER STEAM: Temp°	STEAM PRESSURES: H.P. Ahead Inlet	STEAM PRESSURES: H.P. Second Expansion	STEAM PRESSURES: H.P. Exhaust	STEAM PRESSURES: L.P. Inlet	STEAM PRESSURES: EJECTORS: Forward	STEAM PRESSURES: EJECTORS: Aft	Cond. Steam Press	VACUUM: Guage	VACUUM: Kenoto Meter	BAROMETER
Noon–4 p.m.					Tuesday June 8th									
4–8 p.m.		Circulating pump drain pipe rejointed												
8–12 p.m.		No. 1 Port Bilge Suction pipe taken												
12–4 a.m.		off & 2" cut-off end leading to strum-box												
4–8 a.m.		No. 1 Bilge pumped out												
8 a.m.–Noon														

	OIL PRESSURES: Pump Discharge	OIL PRESSURES: Cooler Outlet	OIL PRESSURES: Bearings Mean	OIL PRESSURES: Main Thrust	OIL TEMPERATURES: Cooler Inlet	OIL TEMPERATURES: Cooler Outlet	TEMPERATURES: Eng Room	TEMPERATURES: Stoke hold	TEMPERATURES: Gas	TEMPERATURES: Disch	TEMPERATURES: L.P. Exhaust Steam	TEMPERATURES: Air Pumps: Wet	TEMPERATURES: Air Pumps: Dry	TEMPERATURES: Filter	TEMPERATURES: Feed to Boilers
Noon–4 p.m.															
4–8 p.m.	Both oil pumps repacked														
8–12 p.m.	Port boiler pumped up from E. R. Tank & fires set														
12–4 a.m.	away. Steam ordered for 5-0 P.M. WED.														
4–8 a.m.	Winches attended to when out of order														
8 a.m.–Noon	Steam on deck till 8-0 P.M.														
	Dynamos running till 10.30 P.M.														

	REVOLUTIONS: MAIN SHAFT: Counter	REVOLUTIONS: MAIN SHAFT: Per Watch	REVOLUTIONS: MAIN SHAFT: Per Min	REVOLUTIONS: Main Circg Pump	REVOLUTIONS: Oil Cooler Pump	DOUBLE STROKES: FEED PUMP: Counter	DOUBLE STROKES: FEED PUMP: Per Watch	DOUBLE STROKES: FEED PUMP: Per Hour	DOUBLE STROKES: Air Pump per Min	DOUBLE STROKES: Oil Pump per Min	AIR PRESSURE: At Fan Casing	AIR PRESSURE: At Ash Pits	AIR PRESSURE: At Furnaces
Noon–4 p.m.													
4–8 p.m.	Wednesday June 9th												
8–12 p.m.	Condensate pump bearings overhauled												
12–4 a.m.	1 new set of brasses fitted Governor and												
4–8 a.m.	No. 2 dynamo bearing washer adjusted												
8 a.m.–Noon	" " " being run successfully												

CLEARANCES VERIFIED DAILY: Finger Place Reading: HP	IP	LP	Finger Place Index: HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING: REFRIG MACHINERY	EVAPORATOR: Port	EVAPORATOR: Starbd	ELECTRIC LIGHT: Port	ELECTRIC LIGHT: Starbd	DISTILLER	DENSITY OF BOILERS
													Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM ~~at Palermo~~ TOWARDS ~~Sicily~~

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Turbine warmed through 24½ Tons F. Water supplied ~~Red lead putty being stuck~~ ~~around crack in copper exhaust expansion piece~~
4—8 p.m.	
8—12 p.m.	Coal used from arrival Palermo 6.30 P.M. Monday to ~~9.45 P. M. Wednesday~~
0—4 a.m.	A.M. Date
4—8 a.m.	~~Monday 6.30 P.M. to 12-0 P.M.~~ 2 Tons ~~Tuesday 12-0 P.M. to 12-0 P.M.~~ 7 " Wednesday 12-0 P.M. to 9.45 P.M. 5½ " 14½
8 a.m.—NOON	

	COAL CONSUMPTION												OILS				
	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts					
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Main~~ Donkey Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	Kenyon Meter	BAROMETER
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.	1st	175	165	436	135	98	—	—	—	175	1¼	25	—	—
12–4 a.m.	3rd	175	165	432	135	98	—	—	—	175	1¼	25	—	—
4–8 a.m.	2nd	175	165	446	135	98	—	—	—	175	1¼	25½	—	—
8 a.m.–Noon	1st	175	165	446	135	98	—	—	—	175	1¼	25½	—	29"-6

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	~~H.P.~~ L.P. ~~Air Pumps~~ Thrust Wet	Dry	Filter	Fwd to Boilers
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.	26	—	3	—	120	104	116	86	69	102	—	130	122	110	204
12–4 a.m.	25	—	3	—	126	104	104	82	72	108	—	138	126	110	205
4–8 a.m.	27	—	3	—	130	114	106	84	72	108	—	135	130	117	205
8 a.m.–Noon	26	—	3	—	128	116	108	84	72	108	—	136	130	113	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Astern	Ahead	Aux.
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.	97000	10330	76.5	140		—	—	480	—	40	2½	—	—
12–4 a.m.	15550	18550	77.2	140		—	—	480	—	40	2½	—	—
4–8 a.m.	34270	18720	78	140		—	—	480	—	40	2½	—	—
8 a.m.–Noon	46430	12160	78	140		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP
.043					
+⅛	—	⅛F.			

SHAFT HORSE POWER

~~H.P.~~ I.P. ~~Main Bearing~~ Pinion Temp. 126°

HOURS WORKING ~~H.P.~~ L.P. Main Engines 45

EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~Air Pumps~~ DISTILLER Ash
		hrs. mins.		93 Bkts.
9 hrs.		12–10		3.2 Ton

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Palermo TOWARDS Messina

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M Date Wed. June 9th FORWARD 10'—10" DRAFT AFT 18— 0 MEAN 14— 5
4—8 p.m.	Counter repaired
8—12 p.m.	Stand by 8-45 Slow Ahd 9-30 Stop 9-31 F. Ast 9-32 Slow Ahd 9-34 Stop 9-35 Half Ast. 9-36 Stop (PILOT) 9-37 Full AWAY 9.45 P. M.
0—4 a.m.	A.M. Date Thurs. June 10th Drawing air at expansion piece Evap 3 hrs Ash 33 bkts
4—8 a.m. Light North-erly wind, smooth sea	Poor Vacuum Evap 4 hrs Ash 30 bkts
8 a.m.—NOON	Std by 10-20 F. W. E. 10-40 A.M. Evap. 2 hrs. Ash 30 bkts.

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	868	11	—	—	17	5	161	8	12	6	600	10					
24th CONSUMPTION	17	13	—	—	—	7	3	5	—	5	21	10					
CARRIED FORWARD	886	4	—	—	17	12	164	13	12	11	579						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
12	10	81.8 59760	10.6 129	9.87 120	7.5%	4 lbs.	Main Condr. & Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. Willdomino

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE							EJECTORS					
		After Strainer	Before Man'vre Valve	Temp'	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	Forward	Aft	Gland Steam Press	Guage	Kenotic Meter	
Noon–4 p.m.														
4–8 p.m.					Thursday June 10th									
8–12 p.m.														
12–4 a.m.	Centre boiler used for winches & Aux.s													
4–8 a.m.	Mr. Wilson arrived from Liverpool & signed 4th													
8 a.m.–Noon	Steering Engine top end brasses adjusted													

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES									
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers	
Noon–4 p.m.	Condensate pump bearings examined															
4–8 p.m.	2nd Engr. off sick & examined by Doctor															
8–12 p.m.	Smoke boxes cleaned out each watch															
12–4 a.m.	Ashes heaved on deck															
4–8 a.m.	5th Engr. attending on winches															
8 a.m.–Noon	Engineers keeping watches															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ. Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Air Pipe	At Furnace
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	Cargo worked all day												
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM at Messina TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date ~~Friday June 11th~~
4—8 p.m.	Cargo worked till sailing time Weir pump piston gland packed Clip made & fitted on burst
8—12 p.m.	Iron steam pipe on auxiliary line 90 Italian tons fresh water supplied Turbines made ready for orders
12—4 a.m.	A.M. Date Coal used from 10-0 A.M. Thursday to leaving Messina Friday
4—8 a.m.	Thursday 5 Tons 10-0 A.M. to 12-0 P.M. Friday 5 Tons 12-0 P.M. to 10 Tons
8 a.m.—NOON	

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	886	4	—	—	17	12	164	13	12	11	569	—					
DAYS CONSUMPTION	26	15	—	—	—	10	4	17	—	8	32	10					
CARRIED FORWARD	912	19	—	—	18	2	169	10	12	19	536	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE Steam in Boilers	BOILER STEAM PRESSURE Before Main Store Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	STEAM PRESSURES H.P. Second Expansion	STEAM PRESSURES H.P. Exhaust	STEAM PRESSURES L.P. Inlet	STEAM PRESSURES EJECTORS Forward	STEAM PRESSURES EJECTORS Aft	STEAM PRESSURES Gland Steam Press	VACUUM Gauge	VACUUM Kenots Meter	DISCHARGES
Noon–4 p.m.	3rd													
4–8 p.m.	2nd	175	160	442	132	90	—	—	—	175	1¼	27	—	—
8–12 p.m.	4th	175	160	448	135	99	—	—	—	175	1½	27½	—	—
12–4 a.m.	3rd	170	155	439	128	84	—	—	—	170	1¼	27	—	—
4–8 a.m.	2nd	170	160	440	128	84	—	—	—	170	1¼	27	—	—
8 a.m.–Noon	4th	175	160	446	135	98	—	—	—	175	1¼	27½	—	

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Main	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Stoke hold	TEMPERATURES Sea	TEMPERATURES Stack	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES H.P. Astern Thrust Wet	TEMPERATURES H.P. Astern Thrust Dry	TEMPERATURES Filter	TEMPERATURES Fuel to Boilers
Noon–4 p.m.															
4–8 p.m.	27	—	3	—	126	110	—	—	—	—		132	123	115	205
8–12 p.m.	27	—	3	—	128	108	118	90	72	103	—	132	125	120	207
12–4 a.m.	25	—	3	—	126	112	113	86	72	104	—	132	125	120	206
4–8 a.m.	26	—	3	—	124	109	118	88	70	108	—	132	124	118	206
8 a.m.–Noon	27	—	3	—	129	116	124	90	73	101	—	136	126	122	208

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT For Watch	REVOLUTIONS MAIN SHAFT For Min	REVOLUTIONS Main Circ Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP For Watch	DOUBLE STROKES FEED PUMP For Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At Fan Casing	AIR PRESSURE At Air Inlet	AIR PRESSURE At Funnels
Noon–4 p.m.													
4–8 p.m.	39550	13550	77 4	135		—	—						
8–12 p.m.	78260	19710	82 7	135		—	—	480	—	40	2½	—	—
12–4 a.m.	97890	17540	73 8	135		—	—	480	—	40	2½	—	—
4–8 a.m.	13490	17690	73 2	135		—	—	480	—	40	2½	—	—
8 a.m.–Noon	33630	20140	80 5	135		—	—	480	—	40	2½	—	—

CLEARANCES VERIFIED DAILY Finger Plate Reading HP	IP	LP	Finger Plate Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING MAIN ENGINES Pinion Temp.	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER ASH	DENSITY OF BOILERS Port Fwd	
.012										hrs	mins	106 Bkts.	Starb Fwd	
+⅛	—	1.37					130°	16½ hrs.		18–29		3.7 Ton	Port Aft	
													Starb Aft	

FROM Messina TOWARDS Gibraltar

WEATHER CONDITIONS	REMARKS Friday June 11th
NOON–4 p.m. Ford 13'—0" Draft Aft. 19'—0 Mean 16 —0	P.M. Date Steam leveled up on boilers
4–8 p.m.	Stand by 3-40 P.M. Full Ahd 3-45 Pilot left Evap 2 hrs 5-15 P.M. Copper expansion piece broken (the one which
8–12 p.m.	was made in Marseilles) Evap 4 hours
0–4 a.m.	A.M. Date ~~Saturday June 12th~~ Evap 3¼ hrs Ash 35 bkts For'd oil pump slide valve spindle stripped
4–8 a.m.	New spindle being made Evap 3½ hrs Ash 36 bkts. Water on deck
8 a.m.–NOON	Water on deck After peaks pumped out Evap 3½ hrs Ash 35 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	886	4	—	—	17	12	164	13	12	11	569	—					
DAYS CONSUMPTION	26	15	—	—	—	10	4	17	—	8	32	10					
CARRIED FORWARD	912	19	—	—	18	2	169	10	12	19	536	10					

STEAMING TIME		Average Revs per min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins	79.9	~~10.5~~	~~0.80~~	Slip Per cent	4 lbs.	Main Condr.	2 lbs.
18	29	88630	190.3	183	4.7%		Feed Heater	

R. G. DONALDSON
CHIEF ENGINEER

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Stopvalve	BOILER STEAM PRESSURE Before Manifold Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Grand Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	170	160	443	133	93	—	—	—	170	11¼	26	—	—
4–8 p.m.	2nd	175	165	460	134	96	—	—	—	175	11¼	26	—	—
8–12 p.m.	4th	170	160	455	133	93	—	—	—	170	11¼	26	—	—
12–4 a.m.	3rd	170	160	455	132	92	—	—	—	170	11½	26	—	—
4–8 a.m.	2nd	175	165	452	135	99	—	—	—	175	11½	26	—	—
8 a.m.–Noon	4th	170	160	460	132	90	—	—	—	170	11¼	26	28.4	—

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES L.P. Eng Room	Stokehold	Sea	Ditch	L.P. Exhaust Steam	VAPORATOR Wet	VAPORATOR Dry	Filter	Fwd to Boilers
Noon–4 p.m.	26	—	3	—	128	114	116	88	71	103	—	140	130	109	206
4–8 p.m.	26	—	3	—	128	110	114	88	71	102	—	140	132	112	205
8–12 p.m.	26	—	3	—	128	110	114	84	71	101	—	140	130	117	205
12–4 a.m.	26	—	3	—	120	114	116	83	71	108	—	140	130	116	205
4–8 a.m.	27	—	3	—	130	114	118	85	70	110	—	134	124	112	208
8 a.m.–Noon	26	—	3	—	128	111	116	86	72	110	—	140	130	116	205

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Aft Port Casing	Aft Port	Aft Stbd	Aft Starboard
Noon–4 p.m.	52520	18890	78.7	135		—	—	480	—	42	23¼	—		
4–8 p.m.	71590	19070	79.4	135		—	—	480	—	42	23¼	—		
8–12 p.m.	90510	18920	78.9	135		—	—	480	—	42	23¼	—		
12–4 a.m.	09770	18730	78	135		—	—	480	—	40	23¼	—		
4–8 a.m.	29690	19680	82	135		—	—	480	—	40	23¼	—		
8 a.m.–Noon	49580	19880	77.7	135		—	—	480	—	42	23¼	—		

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING DISTILLER	DENSITY OF BOILERS
913							200 Bkts.	Port Fwd
+⅛	—	¼					7 Ton	Stbd Fwd
								Port Aft
								Stbd Aft

XXXX MACHINERY P. Press. Temp. 129° EVAPORATOR Port 16½ hrs. Starbd ELECTRIC LIGHT Port 24 hrs. Starbd XXXX

FROM Messina TOWARDS Gibraltar

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sat. June 12th
Main Bunkers opened at noon	For'd oil pump valve spindle made & covers jointed Evap 3½ hrs Ash 35 bkts
4—8 p.m.	Evaporator coils scaled Both oil pumps working Evap—Ash 34 bkts
8—12 p.m.	Poor steam & vacuum Evap 2 hrs Ash 36
12—4 a.m.	A.M. Date Sunday June 13th Variable vacuum & steam Evap 3½ hrs Ash 34 bkts
4—8 a.m.	Superheaters blown Oil pipe broken on gear casing Evap 3¼ hrs Ash 29
8 a.m.—NOON	Dynamo changed over Poor steam & vacuum Evap 3½ hrs Ash 32 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	912	19	—	—	18	2	169	10	12	19	536	10					
DAYS CONSUMPTION	35	6	—	—	—	14	6	10	—	10	43	—					
CARRIED FORWARD	948	5	—	—	18	16	176	—	13	19	493	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		~~79.1~~	~~10.2~~	~~9.29~~		4 lbs.	Main Condr.	1 lb.
							Feed Heater	
24	19	115420	248	226	9.9%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Main~~ Steamer Boilers	BOILER STEAM PRESSURE Before Manœuvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd	175	160	451	134	96	—	—	—	175	1¼	27	—	—
4–8 p.m.	2nd	175	160	448	136	100	—	—	—	175	1¼	27	—	—
8–12 p.m.	4th	175	160	449	136	102	—	—	—	175	1¼	27	—	—
12–4 a.m.	3rd	175	160	452	127	82	—	—	—	175	1¼	27	—	—
4–8 a.m.	2nd	175	160	450	136	102	—	—	—	175	1¼	27	—	—
8 a.m.–Noon	4th	175	160	450	128	84	—	—	—	175	1¼	27	—	29"-7

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Stoke hold	TEMPERATURES Sea	TEMPERATURES Disch	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES ~~Air Pumps~~ Wet	TEMPERATURES ~~Air Pumps~~ Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
													Thrust		
Noon–4 p.m.	26	—	3	—	125	113	114	83	70	100	—	140	130	110	202
4–8 p.m.	26	—	3	—	130	114	118	88	72	104	—	140	130	112	206
8–12 p.m.	26	—	3	—	130	116	116	86	74	101	—	140	130	114	208
12–4 a.m.	26	—	3	—	130	114	116	84	70	102	—	140	130	114	208
4–8 a.m.	27	—	3	—	132	116	116	83	70	110	—	140	128	114	208
8 a.m.–Noon	26	—	3	—	130	116	118	88	70	110	—	140	130	118	202

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circ Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At Fan Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Furnaces
Noon–4 p.m.	68670	19090	79.5	135	—	—	480	—	40	3	—	—	
4–8 p.m.	88830	20160	84	135	—	—	480	—	40	3	—	—	
8–12 p.m.	09390	20560	85.6	135	—	—	480	—	40	3	—	—	
12–4 a.m.	29790	17400	72.5	135	—	—	480	—	40	3	—	—	
4–8 a.m.	47030	20240	85.1	135	—	—	480	—	40	3	—	—	
8 a.m.–Noon	69080	13950	73.4	135	—	—	480	—	40	3	—	—	

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~MAIN~~ MACHINERY P.	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	~~DISTILLER~~ Ash	DENSITY OF BOILERS
.018												206 Bkts	Port Fwd
+⅛	—	1⅛					132°	17½ hrs.		24 hrs.		7.2 Ton	Star Fwd
							Piston Temp.						Port Aft
													Star Aft

FROM Messina TOWARDS Gibraltar

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date June 13th Evap 3½ hrs Ash 36
4—8 p.m.	Evap 3½ hrs Ash 36
8—12 p.m.	Evap 3½ hrs Ash 36
12—4 a.m.	A.M. Date June 14th Evap 3½ hrs Ash 36
4—8 a.m.	Evap 2½ hrs Ash 30
8 a.m.—NOON Stopped 50 mins	Evaporator coils scaled Turbines stopped to repair broken oil pipe on gear casing Evap 1 hr Ash 34

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	948	5	—	—	18	16	176	—	13	9	493	10					
DAYS CONSUMPTION	36	6	—	—		14	6	10	—	10	43	—					
CARRIED FORWARD	983	11	—	—	19	10	182	10	13	19	450	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		79.1	10.2	8.96		4 lbs.	Main Condenser ~~Feed Heater~~	1 lb.
23	27	111400	239.1	210	20.5%	CHIEF ENGINEER ~~R. G. DONALDSON~~		

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Burner	BOILER STEAM PRESSURE Before Manœuvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	G'land Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	170	155	450	131	88	—	—	—	170	1¼	27	—	—
4–8 p.m.	2nd	175	160	454	136	100	—	—	—	175	1¼	27	—	—
8–12 p.m.	4th	175	160	452	135	98	—	—	—	175	1¼	27	—	—
12–4 a.m.	3rd	175	160	446	136	100	—	—	—	175	1¼	27	—	—
4–8 a.m.	2nd	175	160	446	136	102	—	—	—	175	1¼	27	—	—
8 a.m.–Noon	4th	175	160	446	134	96	—	—	—	175	1¼	27	29	—

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES L.P. Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pump Wet	Air Pump Dry	Filter	Feed to Boilers
Noon–4 p.m.	26	—	3	—	130	118	120	90	70	105	—	142	132	111	206
4–8 p.m.	27	—	3	—	132	118	118	88	72	105	—	142	130	116	205
8–12 p.m.	27	—	3	—	130	118	118	88	71	106	—	142	132	116	205
12–4 a.m.	26	—	3	—	128	112	117	83	70	113	—	140	130	102	200
4–8 a.m.	27	—	3	—	128	112	117	84	75	103	—	140	128	110	205
8 a.m.–Noon	26	—	3	—	128	112	118	84	80	102	—	140	130	106	201

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circg Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At Fan Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Furnaces
Noon–4 p.m.	79380	18400	76·6	135		—	—	180	—	40	3	—	—
4–8 p.m.	98120	20040	83·5	135		—	—	180	—	40	3	—	—
8–12 p.m.	17550	19430	80·9	135		—	—	180	—	40	3	—	—
12–4 a.m.	37950	20100	83·7	135		—	—	180	—	40	3	—	—
4–8 a.m.	58200	20250	84·3	135		—	—	180	—	40	3	—	—
8 a.m.–Noon	78820	20620	79·9	135		—	—	180	—	40	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS
.043												190 Bkts.	Port Fwd
+1/8	—	1/8 L.	—	—	—		130°	17½ hrs.		24 hrs.		6.6 Ton	Star Fwd
													Port Aft
													Star Aft

FROM Messina TOWARDS Gibraltar

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date June 14th Star'd bunker winch levers secured Evap 3½ hrs Ash 36
4—8 p.m.	Evap 3¾ hrs Ash 29
8—12 p.m.	Stowaway found in bunker at 11-0 P.M. Aux. Condr. air pump end examined Evap 2½ hrs Ash 34
12—4 a.m.	A.M. Date June 15th Evap 3 hrs Ash 35 hrs
4—8 a.m.	5th Engr. sick Variable vacuum Evap 3½ Ash 29 bkts
8 a.m.—NOON	5 barrels oil pumped in gravity tank Lower aft peak pumped out Evap 3½ hrs Ash 32 bkts

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	882	11	—	—	19	10	82	10	13	19	450	10
DAYS CONSUMPTION	35	6	—	—	—	11	6	10	—	10	43	—
CARRIED FORWARD	1018	17	—	—	20	4	189	—	14	9	407	10

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure 4 lbs.	Where led to Main Condr. & Feed Heater	Feed Heater Press 1 lb.
24	16	18830	257.2	200	22.6%			

R. G. DONALDSON
CHIEF ENGINEER

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		Donkey Boilers	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Quage	Kenoto Meter	
Noon–4 p.m.	3rd	175	160	442	135	99	—	—	—	175	1¼	26½	—	—
4–8 p.m.	2nd	175	160	448	135	99	—	—	—	175	1¼	27	—	—
8–12 p.m.	4th	175	160	446	136	102	—	—	—	175	1¼	27	—	—
12–4 a.m.	3rd	175	160	452	133	97	—	—	—	175	1¼	27	—	—
4–8 a.m.	2nd	175	160	450	135	99	—	—	—	175	1¼	27	—	—
8 a.m.–Noon	4th	175	160	454	134	98	—	—	—	175	1¼	27	—29·70	—

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	H.P. L.P. Thrust Wet	H.P. L.P. Thrust Dry	Filter	Feed to Boiler
Noon–4 p.m.	26	—	3	—	133	118	118	84	70	108	—	142	130	112	206
4–8 p.m.	27	—	3	—	132	117	120	86	70	110	—	140	128	113	204
8–12 p.m.	27	—	3	—	136	120	120	88	72	112	—	144	134	112	205
12–4 a.m.	27	—	3	—	134	118	118	84	68	102	—	140	132	114	208
4–8 a.m.	27	—	3	—	130	116	117	82	70	108	—	140	132	114	208
8 a.m.–Noon	27	—	3	—	130	118	114	81	66	98	—	140	134	112	208

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circg Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	At Fan Casing	At Air Pipe	At Funnel
Noon–4 p.m.	97660	19810	82.6	135		—	—	480	—	40	3	—	—
4–8 p.m.	17480	19820	82.5	130		—	—	480	—	40	3	—	—
8–12 p.m.	38140	20660	86	130		—	—	480	—	40	3	—	—
12–4 a.m.	58170	20030	83.4	130		—	—	480	—	40	3	—	—
4–8 a.m.	78800	20630	85.9	135		—	—	480	—	40	3	—	—
8 a.m.–Noon	99930	21130	84.5	135		—	—	480	—	40	3	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				MAIN MACHINERY	EVAPORATOR		ELECTRIC LIGHT	DISTILLER	
HP	IP	LP	HP	IP	LP		H.P. & L.P. Pinion Temp.	Port	Starbd	Port	Starbd	Ash
.043												Port Fwd
+1/4		1/4F					130°	14½ hrs.		24 hrs.		186 Bkts. Starb Fwd
												6.5 Ton Port Aft
												Starb Aft

FROM Messina TOWARDS Gibraltar

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date June 15th 5th Engr. sick Evap 3¼ hrs Ash 34 bkts
4—8 p.m.	5th Engr. sick Evap 3 hrs Ash 30 bkts
8—12 p.m.	 Evap 3 hrs Ash 32 bkts
12—4 a.m.	A.M. Date ~~June 16th~~ Evap 3 hrs Ash 32 bkts
4—8 a.m.	 Evap 2 hrs Ash 29 bkts
8 a.m.—NOON Weir pumping from condenser till arrival in Gibraltar	5th Engr on duty scaling evaporator condensate pump constantly stopping Ash 30 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1018	17	—	—	20	4	189	—	14	9	407	10					
DAYS CONSUMPTION	35	6	—	—	—	14	6	10	—	10	43	—					
CARRIED FORWARD	1054	3	—	—	20	18	195	10	14	19	364	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		83.8	10.8	8.03		4 lbs.	Main Condenser ~~Feed Heater~~	1½ lbs.
24	16	122110	262	195	25.9%			

CHIEF ENGINEER

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES				EJECTORS			VACUUM		BAROMETER
		XXX Boilers Boilers	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	Forward	Aft	Gland Steam Press	Guage	Kenyon Meter	
Noon–4 p.m.	3	175	160	448			—	—	—	175	1¼	27	—	—
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon													29.76	

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES L.P.								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	XXXXXX Wet	Dry	Filter	Feed to Boilers
Noon–4 p.m.	26	—	3	—	132	117	114	84	66	98	—	140	134	110	202
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min			
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	05050	5120	81.4	135		—	—	480	—	40	3	—	—
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	XXXX REFRIG MACHINERY	HOURS WORKING				XXXX DISTILLER	DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index					EVAPORATOR		ELECTRIC LIGHT			
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
.043 +⅛	—	⅛F											Star Fwd
													Port Aft
													Star Aft

FROM Messina **TOWARDS** Gibraltar

WEATHER CONDITIONS	REMARKS
~~Forrd 12" 3"~~	
NOON—4 p.m. Draft Aft 15'—6" Mean 14'—11½"	P.M Date ~~June 16th~~ Arriving Gib Stand by 2-1 Half Ahd 2-8 Slow 2-9 Stop 2-13 F. W. E. 2-35 P.M. 3-15 Full Ahd 3-35
4–8 p.m. Coal Weighed periodically	F. W. E. & moored to wharf Commenced taking bunkers 4th & 5th Engrs. tallying coal, till 6-0 P.M.
8–12 p.m.	Anchor watch. Condensate pump gland re-packed & rotor adjusted. Top brass reversed
0–4 a.m. 10 oil barrels sold Received £2-10-10	A.M. Date ~~June 17th~~ Smoke boxes cleaned out each watch ~~1st Engr sick. 4th on till 2-0 A.M. 5th on 2 to 4-0 A.M.~~ Evaporator stop valve spindle broken
4–8 a.m. ~~200 tons coal~~	~~Spindle squared & wheel fitted~~ ~~Steering engine top end repaired and back lugs secured. 4th & 5th tallying coal~~
8 a.m.—NOON received	~~3rd Engr opening out ready for moving~~

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1051	3	—	—	20	18	195	10	14	19	364	10
DAYS CONSUMPTION	2	13	—	—	—	1	—	15	—	1	3	16
CARRIED FORWARD	1056	16	—	—	20	19	196	5	15	—	361	—

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
		~~81.4~~	~~10.5~~	~~8.78~~			Auxiliary Condenser	
2	3	5120	21.5	18	17%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		~~Steam~~ Boilers	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenyon Meter	
Noon–4 p.m.	3rd	170	160	444	125	82	—	—	—	170	1¼	26	—	—
4–8 p.m.	2nd	170	160	446	131	90	—	—	—	170	1¼	26	—	—
8–12 p.m.	4th	170	160	445	126	84	—	—	—	170	1¼	26	—	—
12–4 a.m.	3rd	170	160	442	127	85	—	—	—	170	1¼	26	—	—
4–8 a.m.	2nd	170	160	444	130	88	—	—	—	170	1¼	26	—	—
8 a.m.–Noon	4th	170	160	448	124	82	—	—	—	170	1¼	26	—29"	82

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng. Room	Stoke hold	Sea	Disch.	L.P. Exhaust Steam	~~Bearings~~ I.P. L.P. ~~Wet~~ Dry Thrust		Filter	Fed to Boilers
Noon–4 p.m.	27	—	3	—	126	110	114	82	64	94	—	137	126	112	202
4–8 p.m.	27	—	3	—	130	114	110	80	64	98	—	140	132	114	206
8–12 p.m.	27	—	3	—	128	114	108	80	66	102	—	138	132	114	204
12–4 a.m.	27	—	3	—	128	112	102	76	68	100	—	140	130	112	208
4–8 a.m.	27	—	3	—	127	110	108	82	66	100	—	138	130	114	208
8 a.m.–Noon	27	—	3	—	128	112	106	80	66	100	—	138	130	112	206

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circ. Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	Air Fan Casing	Air Asb. Fils	Air Furnace
Noon–4 p.m.	29300	17600	76.5	130		—	—	480	—	42	2¾	—	—
4–8 p.m.	49360	20060	83.5	130		—	—	480	—	42	2½	—	—
8–12 p.m.	67940	18580	77.4	130		—	—	480	—	42	2½	—	—
12–4 a.m.	86700	18760	78.1	130		—	—	480	—	42	2¾	—	—
4–8 a.m.	06280	19580	81.5	130		—	—	480	—	42	3	—	—
8 a.m.–Noon	25630	19350	75.9	130		—	—	480	—	42	3	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				~~Blading~~ Machinery	EVAPORATOR		ELECTRIC LIGHT		~~Distiller~~	
H.P.	I.P.	L.P.	H.P.	I.P.	L.P.		H. P. & I. P. Pinion Temp.	Port	Starbd	Port	Starbd	Ash	Port Fwd
.043												200 Bkts.	Star Fwd
+1/8	—	1/8F					130°	20	hrs.	23	33	7.1 Ton	Port Aft
													Star Aft

FROM Gibraltar TOWARDS Lisbon

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. For'd 15'—0" Draft Aft 16'—6" Mean 15'—9"	P.M. Date Thurs. June 17th Leaving "Gib" Stb by 11-44 Ast Slow 11-45 ~~Stop 11-46 Ast slow 11-52 Stop 11-51 Ahd Full 12-0~~ Stop 12-07 (PILOT) Ah Full 12-9 P.M. Evap 3½ hrs Ash 27
4—8 p.m.	Poor vacuum, both expansion pieces cracked, drawing air Evap 3¾ hrs. Ash 28 bkts.
8—12 p.m. Ashes weighed of Gib coal 80 lb. aver.	Evap 2¾ hrs. Ash 35 bkts. Poor steam & vacuum
12—4 a.m.	A.M. Date Friday June 18th Poor steam & vacuum Evap 4 hrs. Ash 35 bkts.
4—8 a.m.	Superheaters cleaned Poor steam & vacuum Evap 4 hrs Ash 33 bkts
~~Fwd to NOON~~ "Gib" 361 Received " 400 761 Used 15 756 Tons	Evaporator coil seas scaled Windlass valve spindle glands packed Evap 2 hrs Ash 34 bkts Poor vacuum

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	CO-Z4	CYLINDER
BROUGHT FORWARD	1056	16	—	—	20	19	196	5	15	—	756						
DAYS CONSUMPTION	35	6	—	—		14	6	10	—	10	43						
CARRIED FORWARD	1092	2	—	—	21	13	202	15	15	10	713						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		80.6	10.4	7.56		3 lbs.	Main Condr. & Feed Heater	1½ lbs.
23	33	13930	244.9	178	27.8%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomaing"

WATCH	ENGINEERS ON DUTY	BOILER STEAM PRESSURE: Main Stop Valve Boiler	BOILER STEAM PRESSURE: Before Man'uvre Valve	BOILER STEAM: Temp°	STEAM PRESSURES: H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS: Forward	EJECTORS: Aft	Glund Steam Press	VACUUM: Gauge	VACUUM: Kenotometer	BAROMETER
Noon–4 p.m.	3rd	175	165	450	129	87	—	—	—	175	1¼	26	—	—
4–8 p.m.	2nd	175	165	448	131	90	—	—	—	175	1¼	26	—	—
8–12 p.m.	4th	175	165	448	133	92	—	—	—	175	1¼	26	—	—
12–4 a.m.	3rd	175	160	454	125	82	—	—	—	170	1¼	26	—	—
4–8 a.m.	2nd	—	—	—			—	—	—	—	1¼	—	—	—
8 a.m.–Noon	4th						—	—	—	—	1¼		—29"	30

	OIL PRESSURES: Pump Discharge	OIL PRESSURES: Cooler Outlet	OIL PRESSURES: Bearings Mean	OIL PRESSURES: Main Thrust	OIL TEMPERATURES: Cooler Inlet	OIL TEMPERATURES: Cooler Outlet	TEMPERATURES: Eng Room	TEMPERATURES: Stoke hold	TEMPERATURES: Sea	TEMPERATURES: Distn	TEMPERATURES: L.P. Exhaust Steam	TEMPERATURES: XXXX Wet	TEMPERATURES: L.P. Thrust Dry	TEMPERATURES: Filter	TEMPERATURES: Fuel to Boilers
Noon–4 p.m.	27	—	3	—	128	114	106	80	60	102	—	142	132	112	204
4–8 p.m.	27	—	3	—	128	116	116	82	60	106	—	142	130	141	207
8–12 p.m.	27	—	3	—	130	116	116	80	60	104	—	142	132	112	206
12–4 a.m.	27	—	3	—	130	116	114	84	64	98	—	142	130	112	206
4–8 a.m.	27	—	3	—	130	116	118	86	64	100	—	142	130	116	206
8 a.m.–Noon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

	REVOLUTIONS: MAIN SHAFT Counter	REVOLUTIONS: MAIN SHAFT Per Watch	REVOLUTIONS: MAIN SHAFT Per Min	REVOLUTIONS: Main Circg Pump	REVOLUTIONS: Oil Cooler Pump	DOUBLE STROKES: FEED PUMP Counter	DOUBLE STROKES: FEED PUMP For Watch	DOUBLE STROKES: FEED PUMP For Hour	DOUBLE STROKES: Air Pump per Min	DOUBLE STROKES: Oil Pump per Min	AIR PRESSURE: Air Eng Rm Cont	AIR PRESSURE: Air Aux Pmp	AIR PRESSURE: Air Furnaces
Noon–4 p.m.	45040	19410	80.8	140	—	—	—	180	—	40	3	—	—
4–8 p.m.	65290	20550	86	140	—	—	—	180	—	40	3	—	—
8–12 p.m.	85850	21160	88	140	—	—	—	180	—	40	3	—	—
12–4 a.m.	05220	18370	76.5	140	—	—	—	180	—	40	3	—	—
4–8 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY: Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP
.043					
4½		⅛F			

SHAFT HORSE POWER H.P.

XXXX HOURS WORKING: Piston Temp.	EVAPORATOR: Port	EVAPORATOR: Starbd	ELECTRIC LIGHT: Port	ELECTRIC LIGHT: Starbd	XXXX DISTANCE
133	16	hrs.	17+47 hrs. mins.		133 Bkts. 4.7 Ton

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Gibraltar TOWARDS Lisbon

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M Date Friday June 18th
	Evap 4 hrs Ash 36
4—8 p.m.	
	Evap 4 hrs Ash 33
8—12 p.m. Fresh northerly winds—mod sea	
	Evap 4 hrs Ash 30
12—4 a.m.	A.M. Date Sat June 19th
	Evap 4 hrs Ash 31
	Half ahd 3-9 At Full 3-45 AM.
4—8 a.m. For'd 14'—6" Draft Aft. 16'—2" Mean 15'—4"	Arriving Lisbon & anchored in river
	Sth by 5-5 Slow 5-38 Stop 5-44 Various
	Movements till anchored & F. W. E 7-0 AM
8 a.m.—NOON	Steam blown off stard boiler & fires drawn
	making ready for sealing

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1062	2	—	—	21	13	202	15	15	10	715						
DAYS CONSUMPTION	27	3	—	—	—	10	5	—	—	7	33						
CARRIED FORWARD	1119	5	—	—	22	03	207	15	15	17	680						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		74.5	9.6	7.14		3 lbs.	Main Condr. & Feed Heater	1½ lbs.
17	47	79590	170.7	127	26%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'vre Valve	BOILER STEAM Temp'	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenotometer	BAROMETER
Noon–4 p.m.					Saturday June 19th									
4–8 p.m.														
8–12 p.m.	All firemen finished noon, orders for all to turn out													
12–4 a.m.	to scale stard boiler on Sunday. Fires drawn & steam													
4–8 a.m.	blown off stard boiler & man hole doors knocked in													
8 a.m.–Noon	Engineers on watches.													

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng. Room	Stoke hold	Sea	Dischr.	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Fed to Boilers
Noon–4 p.m.	Cargo working all winches all night Dynamos running														
4–8 p.m.	Sunday June 20th														
8–12 p.m.	Cargo commenced 6-0 A.M. Firemen started 7-0 AM.														
12–4 a.m.	Furnace crowns scaled. Tube plate & boilers brushed														
4–8 a.m.	down, baffle & zinc plates fitted. Boiler washed out,														
8 a.m.–Noon	doors jointed and pumped up.														

	REVOLUTIONS MAIN SHAFT Counter	MAIN SHAFT For Watch	MAIN SHAFT Per Min	Main Circ'g Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP For Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air For Ctrl'g	Air Auxl Pmps	Air For Starting
Noon–4 p.m.	Orders for steam 7-0 PM Monday												
4–8 p.m.	Received 110 tons water for deck & engine room												
8–12 p.m.	5th engr ankle examined by doctor unit to proceed												
12–4 a.m.	to sea, an old wound commencing												
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS
													Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM at Lisbon TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date
	Fires set away and boilers circulated during night. 2 copper oil pipes sent for
4—8 p.m.	repair. Ceased cargo at 7-15 PM. Dynamo running all night.
	Monday June 21st
8 AM. Commenced cargo. Steam on winches	All smoke box doors lifted, cleaned out and air pressure leaks cemented up. Fan engine changed over. Flexible hose fit-
0—4 a.m.	A.M. Date
cargo for the night 7-15 PM. Finished	ted on repair oil pipe. Leaky boiler tube in centre box. Centre boiler caulked and
4—8 a.m.	made tight. 2nd Engr not capable of making tube tight, through incapacity &
	drink, so sent him out of Engine room &
8 a.m.—NOON Self & 4th Engr on 6 hr Watch Dynamo running all night	took his watch over. 3rd Engr collapsed, not able to stand heat, said it was impossible to continue voyage

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press	Guage	Kenoto Meter	
		After Strainer	Before Man'uvre Valve	Temp'					Forward	Aft				
Noon–4 p.m.					~~Tuesday June 22nd~~									
4–8 p.m.														
8–12 p.m.		Cargo being worked all day. 6-0 A.M. Commenced												
12–4 a.m.		Whistle joint blowing on stard boiler, clip made for												
4–8 a.m.		same. Evaporator coils scaled and boxed up. Found												
8 a.m.–Noon		hood broken and lying on evaporator bottom												

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

Blank flange made for flange on burst iron pipe auxiliary line. Dinner hour, steam shut off. Pipe taken down and blank flange jointed so as to be able to continue cargo. Pipe taken to repair shop and brazed. Working rejointing pipe at 7-0 PM.

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Asht Pits	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

All air leaks on fan engine casing & round
Boiler smoke boxes pointed up
50 Tons Water received
2nd & 3rd Engrs at British Consul
Dynamo stopped & steam shut off 7-0 PM.

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM at Lisbon TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M Date Wed. June 23rd
4–8 p.m.	Cargo commenced 7-0 A.M. Trunnuits put on all leaky studs &c on Gear Casing For'd fan engine glands packed
8–12 p.m.	No. 6 bilges pumped out. Sounding pipes choked. Watches commenced 8-0 A.M. All ashes heaved Portable light in E. R. repaired 2nd & 3rd Engrs paid off. Impossible to get
12–4 a.m.	A.M Date Engr. till tomorrow. All auxiliaries tried & their steam shut off
4–8 a.m.	Thursday June 24th For'd peak pumped out Steam ordered for 12-0 noon
8 a.m.—NOON	Boilers leveled & turn taken 2nd & 3rd Portuguese engrs arrived

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD												
DAYS CONSUMPTION												
CARRIED FORWARD												

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE: Boilers (Strainer)	BOILER STEAM PRESSURE: Before Manœuvre Valve	BOILER STEAM: Temp°	STEAM PRESSURES: H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS: Forward	EJECTORS: Aft	Gland Steam Press	VACUUM: Gauge	VACUUM: Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd						—	—	—		1¼		—	—
4–8 p.m.	2nd	165	150	432	118	72	—	—	—	165	1¼	16	—	—
8–12 p.m.	4th	165	150	436	127	85	—	—	—	165	1¼	16	—	—
12–4 a.m.	3rd	165	150	432	123	80	—	—	—	165	1¼	20	—	—
4–8 a.m.	2nd	165	150	430	125	82	—	—	—	165	1¼	20	—	—
8 a.m.–Noon	4th	165	150	430	124	82	—	—	—	165	1¼	17	—29	—29

	OIL PRESSURES: Pump Discharge	OIL PRESSURES: Cooler Outlet	OIL PRESSURES: Bearings Mean	OIL PRESSURES: Main Thrust	OIL TEMPERATURES: Cooler Inlet	OIL TEMPERATURES: Cooler Outlet	TEMPERATURES: Eng Room	TEMPERATURES: Blake hold	TEMPERATURES: Sea	TEMPERATURES: Disch	TEMPERATURES: L.P. Exhaust Steam	TEMPERATURES: H.P. & L.P. Air Pumps Wet	TEMPERATURES: H.P. & L.P. Air Pumps Dry	TEMPERATURES: Thrust	TEMPERATURES: Filter	TEMPERATURES: Feed to Boilers
Noon–4 p.m.		—		—							—					
4–8 p.m.	26	—	2½	—	124	110	98	80	64	90	—	124	114	100	198	
8–12 p.m.	26	—	2½	—	124	110	98	80	64	90	—	124	114	102	202	
12–4 a.m.	27	—	2½	—	121	110	102	80	63	87	—	126	115	104	205	
4–8 a.m.	27	—	2½	—	124	110	103	80	63	87	—	126	115	106	205	
8 a.m.–Noon	—	—	—	—	124	110		Various			—					

	REVOLUTIONS: MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES: FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE: At Fan Casing	At Ash Fills	At Furnaces
Noon–4 p.m.	07580	at 6 p.m.				—	—		—				
4–8 p.m.	13590	6010	66.8		40	—	—		—				
8–12 p.m.	32350	18730	78.2		40	—	—	480	—	40			
12–4 a.m.	50270	17920	74.7		40	—	—	480	—	30			
4–8 a.m.	68550	18280	76.2		40	—	—	480	—	30			
8 a.m.–Noon	75300	6750	75.1		40	—	—	480	—	30			

Opened Out Full

CLEARANCES VERIFIED DAILY: Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING: MAIN MACHINERY H.P. & L.P. Pinion Temp.	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER Ash	DENSITY OF BOILERS
018													Port Fwd
+⅛	1sF.									hrs. mins.		65 Bkts	Star Fwd
							118°	8 hrs		15–8		2.2 Ton	Port Aft
													Star Aft

Ash Weighed 78 lb. per Bucket, Gibraltar Coal.

FROM Lisbon TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. For'd 16'—0" Draft Aft. 16'—8" Mean 16'—4"	Coal arriving Lisbon 680 Date Thurs. June 24th " used in " 29 tons Remaining 651
4—8 p.m.	Stand by 4-15 P.M. 4-50 Slow Ahd 6-30 discharged pilot & Full Speed Poor vacuum, Leaky expansion pieces
Moderate Northerly winds & Sea	" " " " " Evap 4 hrs Ash 33 bkts
12—4 a.m.	A.M. Date Friday June 25th Poor vacuum & steam Evap 4 hrs Ash 32 bkts
4—8 a.m.	Stopped 2 hrs & 30 mins Stopped 9-10 Full 11-10 Stop 11-30 Full Ahd 12-35
8 a.m.—NOON After going Full Ahd for 5 mins H.P. Sight glass broke in pieces. 30 galls oil lost	Turbines stopped. Broken expansion pipes taken off and H.P. Astern Exhaust Steam pipes blanked off No spare sight glasses, so wrapped same with canvas

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	119	5	—	—	22	3	207	15	15	17	651						
DAYS CONSUMPTION	23	2	—	—	—	11	5	—	—	7	29						
CARRIED FORWARD	142	7	—	—	22	14	212	15	16	4	622	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		74.5	9.6	87		3 lbs.	Main Condr. & Feed Heater	1 lb.
15	8	67720	145.2	5.75	40.6%	CHIEF ENGINEER R. G. DONALDSON		

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		~~Aft~~ Boilers	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Gauge	Kenyon Meter	
Noon–4 p.m.	3rd	165	150	433	123	80	—	—	—	165	11½	28	—	—
4–8 p.m.	2nd	165	150	440	125	82	—	—	—	165	11½	28	—	—
8–12 p.m.	4th	165	150	426	125	82	—	—	—	165	11½	28	—	—
12–4 a.m.	3rd	165	150	433	124	82	—	—	—	165	11½	27½	—	—
4–8 a.m.	2nd	165	150	432	119	72	—	—	—	165	11½	24	—	—
8 a.m.–Noon	4th	165	150	433	123	80	—	—	—	165	11½	27	—	30.85

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	LP Exhaust Steam	~~H.P. Pump~~ Thrust	~~L.P. Pump~~ Thrust	Filter	Feed to Boilers
Noon–4 p.m.	27	—	2½	—	130	116	102	86	63	96	—	142	128	105	202
4–8 p.m.	27	—	2½	—	128	115	104	84	63	94	—	140	126	104	200
8–12 p.m.	27	—	2½	—	130	116	104	80	63	94	—	140	126	104	200
12–4 a.m.	27	—	2½	—	130	118	102	80	65	95	—	133	120	104	204
4–8 a.m.	27	—	2½	—	130	118	100	80	65	95	—	132	122	108	207
8 a.m.–Noon	27	—	2½	—	132	118	102	82	65	95	—	132	122	108	206

75300	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT For Watch	MAIN SHAFT Per Min	Main Circg Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	90550	15250	74 4	130		—	—	480	—	36			
4–8 p.m.	08830	18280	76 2	130		—	—	480	—	36			
8–12 p.m.	28070	18240	76	130		—	—	480	—	34			
12–4 a.m.	46090	18020	75 1	130		—	—	480	—	34			
4–8 a.m.	62960	16870	70 3	130		—	—	480	—	36			
8 a.m.–Noon	82150	19190	74 7	130		—	—	480	—	36			

Fan Opened Full

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				~~Revg Machinery~~	EVAPORATOR		ELECTRIC LIGHT	DISTILLER	
HP	IP	LP	HP	IP	LP		H. P. & L. P. Pinion Temp.	Port	Starbd	Port	Starbd	~~Ash~~
.043 +⅛		⅛R.					120°	24 hrs.		24 hrs.	183 Bkts. 6.3 Ton	Port Fwd Star Fwd Port Aft Star Aft

FROM Lisbon TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Friday June 25th Repairing & Wrapping H. P. Sight-Glass till 12-35. Evap 4 hrs Ash 30 bkts
4—8 p.m.	Evap 4 hrs Ash 33 bkts
8—12 p.m.	Evap 4 Ash 32 bkts
12—4 a.m. Vap 4 hrs. Ash 30 bkts	A.M. Date Sat. June 26th Called out by 3rd Engr. No Vacuum. Weir pump stopped & Condensate pump stopped
4—8 a.m. Vap 4 hrs Ash 28 bkts	After oil pump steam chest cracked & losing a lot of steam through valves leaking 2nd Engr came & called me 4-30 AM. Condensate pump stopped
8a.m.—NOON 3 hours 3rd " 3 " working on condensate pump bearings	Changing valve chest from E. H. Bilge pump to after oil pump and commenced working pump at 12-0 noon, both oil pumps working. Evap 4 Ash 30

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	142	7	—	—	22	14	212	15	16	4	622	10
DAYS CONSUMPTION	35	6	—	—	—	14	6	10	—	10	43	
CARRIED FORWARD	177	13	—	—	23	8	219	5	16	14	579	10

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Skip	Slip Per cent	Pressure	Where led to	Feed Heater Press
		74.4	9.6	8.48		3 lbs.	Main & Aux. Condr. & Feed Heater	1 lb.
23	42	105850	227.5	201	12.5%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE After Strainer Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	170	157	440	122	78	—	—	—	170	1¼	28	—	—
4–8 p.m.	2nd	170	155	440	119	72	—	—	—	170	1¼	28	—	—
8–12 p.m.	4th	170	155	436	121	76	—	—	—	170	1¼	27½	—	—
12–4 a.m.	3rd	170	—	—	—	—	—	—	—	—	1¼	—	—	—
4–8 a.m.	2nd	170	155	437	120	75	—	—	—	170	1¼	27½	—	—
8 a.m.–Noon	4th	170	157	442	123	80	—	—	—	170	1¼	28	—	29.98

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pump H.P. Wet	Air Pump H.P. Dry	Filter	Feed to Boilers
Noon–4 p.m.	26	—	2½	—	130	116	105	78	68	95	—	138	124	108	202
4–8 p.m.	25	—	2½	—	130	116	103	80	65	95	—	138	124	108	202
8–12 p.m.	26	—	2½	—	130	116	107	80	65	95	—	136	122	106	202
12–4 a.m.	26	—	2½	—	128	114	105	80	66	95	—	130	118	106	205
4–8 a.m.	25	—	2½	—	128	114	105	80	66	94	—	136	124	108	205
8 a.m.–Noon	26	—	2½	—	128	114	104	80	66	96	—	136	124	110	205

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Air Fits	At Furnace
Noon–4 p.m.	99790	17640	73.5	130		—	—	480	—	38			
4–8 p.m.	16630	16840	70.2	130		—	—	480	—	40			
8–12 p.m.	26650	10020	71.6	130		—	—	480	—	40			
12–4 a.m.	—	—	—	130		—	—	—	—	38			
4–8 a.m.	34890	8240	68.7	130		—	—	480	—	36			
8 a.m.–Noon	55180	20290	74.9	130		—	—	480	—	40			

Fan Opened Full

CLEARANCES VERIFIED DAILY Finger Place Reading HP	IP	LP	Finger Place Index HP	IP	LP
.013					
+⅛		1/8 F.			

SHAFT HORSE POWER

HOURS WORKING — MAIN MACHINERY H.P. & L.P. Pinion Temp. 125° | EVAPORATOR Port 10 hrs. | EVAPORATOR Starbd | ELECTRIC LIGHT Port 24 hrs. | ELECTRIC LIGHT Starbd | DISTILLER Ash 123 Bkts. 4.2 Tons

DENSITY OF BOILERS Port Fwd | Star Fwd | Port Aft | Star Aft

FROM Lisbon **TOWARDS** New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. 4th Engr 3 hrs OT Evap 4 hrs Ash 32 bkts	P.M Date Sat June 26th Fitting steam chest of oil pump on E. R. Bilge pump, crack filled with Smooth on. Weir pump pumping direct to boilers from condenser. Condensate pump impossible to start
4–8 p.m. Evap 4 hrs Ash 33 bkts	
8–12 p.m. Stopped 10-20 P.M. Evap 2 hrs Ash 29 bkts	Engines instantly stopped. Valve Spindle on For'd oil pump broken and after pump though working, was not pumping. 4th Engr acted very promptly
12–4 a.m. Stopped 7 hours 49 mins	A.M. Date Sunday June 27th in stopping straight away and averted serious damage. Made examination and found micrometer of L.P. Thrust showing 1/8" more clearance, thereby assuming that the metal on Thrust pads had melted. Fitted spare L.P. Thrust Pads & found For'd bearing of L.P.
4–8 a.m. Full Away 6-0 A.M. 2nd Engr 6 hrs OT 3rd " 4 " OT	
8 a.m.—NOON 4th " 6 " OT	Turbine had run & bearing down .008. Full away 6-0 A.M. Superheaters cleaned Evap 4 hrs Ash 29 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COKZA	CYLINDER
BROUGHT FORWARD	1177	13	—	—	23	8	210	5	16	14	579	10					
DAYS CONSUMPTION	[illegible]	16	—	—		14	3			10	[illegible]9						
CARRIED FORWARD	1200	9	—	—	24	[illegible]	[illegible]4	5	17	4	550	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
16	51	72.2 73030	9.3 156.7	12.8 7.75	17.2%	3 lbs.	Main & Aux. Condr. & Feed Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Aux.~~ Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.	3rd	170	153	440	119	72	—	—	—	170	11¼	27½	—	—
4–8 p.m.	2nd	170	153	437	120	74	—	—	—	170	11¼	27½	—	—
8–12 p.m.	4th	170	153	437	120	74	—	—	—	170	11¼	26	—	—
12–4 a.m.	3rd	170	153	440	122	78	—	—	—	170	11¼	28	—	—
4–8 a.m.	2nd	170	153	439	122	78	—	—	—	170	11¼	28	—	—
8 a.m.–Noon	4th	170	153	436	120	74	—	—	—	170	11¼	27½	29.94	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Coolnr Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	H.P. L.P. Air Pumps ~~No X X~~ Thrust	Filter	Feed to Boilers
Noon–4 p.m.	26	—	2½	—	126	114	105	82	66	96	—	138 124	115	205
4–8 p.m.	26	—	2½	—	126	114	107	80	66	96	—	138 124	115	205
8–12 p.m.	26	—	2½	—	128	116	110	80	66	96	—	136 124	118	206
12–4 a.m.	26	—	2½	—	130	116	110	82	66	96	—	136 124	118	206
4–8 a.m.	26	—	2½	—	130	116	110	82	64	94	—	138 124	118	206
8 a.m.–Noon	26	—	2½	—	130	116	112	80	64	91	—	136 124	117	208

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	71900	16720	69.7	130		—	—	480	—	36			
4–8 p.m.	88790	16890	70.4	130		—	—	480	—	34			
8–12 p.m.	05730	16940	70.6	130		—	—	480	—	36			
12–4 a.m.	23270	17540	73.1	130		—	—	480	—	38			
4–8 a.m.	40830	17560	73.2	130		—	—	480	—	38	Fan Opened Full		
8 a.m.–Noon	58750	17920	70	130		—	—	480	—	40			

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~MAIN~~ ENGINES EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	DISTILLER XXXX	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
.043						H. P. & L. P. Pinion Temp					Ash 182 Bkts.				
+1/8	—	1/8F				126°	24 hrs		24 hrs.		6.3 Tons				

FROM Lisbon TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sunday June 27th
	Evap 4 Ash 30 bkts
4–8 p.m.	
	Evap 4 hrs Ash 31 bkts
8–12 p.m.	Superheaters blown
	Poor steam all the watch
	Evap 4 hrs Ash 30 bkts
12–4 a.m.	A.M. Date Monday June 28th
Evap 4 hrs	Poor steam & vacuum
Ash 28 bkts	Evap 4 hrs Ash 33 bkts
4–8 a.m.	Self commenced working on Condensate Pump
Took No. 1 Fireman to Captain about poor steam at 10-0 A.M. Steam 120	opening up & examining
8 a.m. NOON	Engines stopped for 2 mins. Key in For'd Oil Pump came out
Engineer man informed me that firemen could get steam if they wanted No. 1 admitted he was afraid to speak to them	Working on condensate pump.
	stopped for'd oil pump and secured keys in
	cross heads. Ash 4 hrs Ash 30 bkts

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1200	9	—	—	24	2	224	5	17	4	550	10					
DAYS CONSUMPTION	35	6	—	—		14	6	10	—	10	43						
CARRIED FORWARD	1235	15	—	—	24	16	230	15	17	14	507	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
		71.1	9.2	7.79		3 lbs.	Main & Aux. Condr. & Feed heater	1 lb.
24	16	103570	223.2	189	16.3%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willamette"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE Main Steam	BOILER STEAM PRESSURE Before Main Store Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.	3rd	170	153	432	120	74	—	—	—	170	1¼	28	—	—
4–8 p.m.	2nd	170	153	430	120	74	—	—	—	170	1¼	27½	—	—
8–12 p.m.	4th	170	153	436	124	82	—	—	—	170	1¼	27½	—	—
12–4 a.m.	3rd	170	153	437	122	78	—	—	—	170	1¼	27½	—	—
4–8 a.m.	2nd	170	153	437	123	80	—	—	—	170	1¼	27½	—	—
8 a.m.–Noon	4th	170	153	436	121	76	—	—	—	170	1¼	27	—29	29.94

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Main	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Dash	L.P. Exhaust Steam	L.P. Receiver Wet	L.P. Receiver Dry	Filter	Feed to Boilers
Noon–4 p.m.	25	—	2½	—	126	114	102	82	63	92	—	138	124	108	202
4–8 p.m.	25	—	2½	—	126	114	100	80	64	94	—	138	124	106	202
8–12 p.m.	25	—	2½	—	130	116	107	80	68	94	—	138	124	109	206
12–4 a.m.	25	—	2½	—	130	116	109	80	68	96	—	138	124	112	206
4–8 a.m.	25	—	2½	—	130	116	108	80	68	96	—	138	124	112	206
8 a.m.–Noon	25	—	2½	—	128	115	106	80	65	94	—	138	124	108	204

508750	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Air Pipe	At Furnaces
Noon–4 p.m.	75570	16820	70.1	130		—	—	400	—	40	3	—	—
4–8 p.m.	92370	16800	70.	130		—	—	400	—	40	3	—	—
8–12 p.m.	10396	18020	75.1	130		—	—	400	—	40	3	—	—
12–4 a.m.	28050	17660	73.6	130		—	—	400	—	40	3	—	—
4–8 a.m.	45810	17760	74.	130		—	—	400	—	40	3	—	—
8 a.m.–Noon	64370	18560	72.8	130		—	—	400	—	40	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING Pinion Temp.	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS
.043 +⅛	—	⅛F.					125°	24 hrs.		24 hrs.		187 Bkts. 6.5 Tons	Port Fwd. Stbr Fwd. Port Aft. Stbr Aft.

FROM Lisbon TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Evap 4 hrs Ash 29 bkts	P.M Date Monday June 28th Self opening up condensate pump & fitting new carbon, adjusting shaft, fitting new brasses & packing gland, rejointing over.
4—8 p.m.	Poor steam, consequently poor vacuum Evap 4 hrs Ash 32 bkts
8—12 p.m.	Condensate pump started 9-0 A.M. Poor steam & vacuum Evap 4 hrs Ash 33 bkts
0—4 a.m.	A.M. Date ~~Friday June 29th~~ Poor steam & vacuum. Steam back to 120 lb. while cleaning two fires. Evap 4 hrs Ash 31 bkts
4—8 a.m.	Poor steam & vacuum. 6-9 A.M. before steam commenced to rise. Evap 4 hrs Ash 29 bkts
8 a.m.—NOON Better Steam No. 1 in Stoke-Hold 2nd Engr. 2½ hrs. O.T. 2nd " 2 " "	Evaporator coils scaled. Dynamo commutator cleaned. Superheater tubes cleaned Condensate pump running well. Evap 4 hr Ash 32

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1235	15	—	—	24	16	230	15	17	14	507	10					
DAILY CONSUMPTION	35	6	—	—	—	14	6	10	—	16	43	—					
CARRIED FORWARD	1271	1	—	—	25	10	237	5	18	4	551	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		72.5	9.4	7.17		3 lbs.	Main & Aux. Condr. Feed Heater	1 lb.
24	15	65620	227.9	174	24.4%	CHIEF ENGINEER R. G. DONALDSON		

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomine"

WATCH	ENGINEERS in CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Glend Steam Press	Guage	Kenoto Meter	
		After Strainer	Before Man'uvre Valve	Temp°					Forward	Aft				
Noon–4 p.m.	3rd	170	157	448°	130	78	—	—	—	170	11½	27	—	29.96
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Dissh	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.															
4–8 p.m.	All fires banked on port and centre boilers. Star'd boiler used for auxiliary purposes.														
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

64370	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	69550	5180	73	150		—	—	480	—	40	3	—	—
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM Lisbon TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Tuesday June 29th At 1.5 PM Turbine stopped, through for'd oil Pump stopping, caused through thread stripping
4—8 p.m.	in double eye of valve spindle. After oil pump although working did not commence pumping oil
8—12 p.m.	when other pump stopped. Examined clearances of H.P. & L.P. Rotors, to see if metal had melted & they showed original working clearance. Rang telegraph Full Ahead & put steam on turbine
12—4 a.m.	but failed to move them, although noticed at the A.M. time that the Labyrinth fin packing on H.P. Date for'd gland was blowing Wed June 30th
This accident would not have happened had we been able to go astern and stopped turbines sooner. This was impossible through having had to take P.H. Astern exhausted pipe off through same having broke	4—8 a.m. badly. Knew then something serious had happened to H.P. Turbine. Again took clearances and found that both H.P. & L.P. Rotors were 1/8" aft of working position. Commenced & took H.P. Thrust and H.P. after bearing covers adrift, found H.P. ahead Kingsbury thrust Pads had melted but not 8 a.m.—NOON sufficient to cause damage to turbine blading, also found both for'd & after bearings had melted shaft bearing down.

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1271	1	—	—	25	10	237	5	18	4	464	10					
DAYS CONSUMPTION	—	—	—	—	—	14	4	6	—	10	5	10					
CARRIED FORWARD	1271	1	—	—	26	4	241	11	18	14	459						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		73	9.4	6.78		—	—	—
1	11	5180	11.1	8	28%	CHIEF ENGINEER R. G. DONALDSON		

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press	Guage	Kenolo Meter	
		After Strainer	Before Manœuvre Valve	Temp°					Forward	Aft				
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES									
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps		Filter	Feed to Boilers	
												Wet	Dry			
Noon–4 p.m.																
4–8 p.m.																
8–12 p.m.	Port and Centre Boilers Fires Banked,															
12–4 a.m.	Stard boiler used for Auxiliary Purposes															
4–8 a.m.																
8 a.m.–Noon																

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.	All Smoke boxes cleaned out and ashes heaved												
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM Lisbon TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Wed June 30th
4—8 p.m.	Took L. P. Thrust adrift & found Ahd Thrust pads had melted, but not sufficient to cause damage to blades. Fitted spare thrust pads in L. P. & fitted spare thrust pads & bearings in H. P. Rotor, also new bottom halves in H. P. Pinion bearings. Examined all gearing through hand hole doors and found it in good condition. Tried then to turn engines with hand gear but unsuccessful.
8—12 p.m.	
12—4 a.m. Lost about 300 gallons of oil through drain tank overflowing when accident happened	A.M. Date Thurs July 1st
4—8 a.m. NOON	Then discontinued flexible coupling on H. P. and again tried, this time gears turned quite easy. Assumed then that H. P. Turbine was damaged, so lifted cover and found fin glands worn badly and damaged, also blades broken and damaged on 2nd expansion. Impossible to repair same with time at my disposal, so blanked off all H. P. connection & got ready for working on one engine. Took H. P. Pinion shaft out.

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	271	1	—	—	26	4	241	11	18	14	459						
DAYS CONSUMPTION	—	—	—	—	—	14	1	16	—	10	3						
CARRIED FORWARD	271	—	—	—	26	18	243	7	19	4	456						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		BAROMETER
		PRESSURE							EJECTORS				
		After Strainer	Before Manœuvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	Forward	Aft	Gland Steam Press	Gauge	Kenyon Meter	
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.		Firemen assisting when required												
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Bilge hold	Sea	Dischg	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.		Port & Centre Boilers fires banked & steam shut off													
12–4 a.m.		Star'd boiler used for auxiliary purposes													
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ. Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min			
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
H.P.	I.P.	L.P.	H.P.	I.P.	L.P.			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM Lisbon **TOWARDS** New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date— Thurs. July 1st Blanking off all steam connections " " " Exhaust "
4–8 p.m.	Leading from & to H. P. Turbine Disconnecting & blanking off all drain and leak-off pipes
8–12 p.m.	Blanking off Oil pipes and taking same adrift to make sure no white metal remains. All oil pumped out of tank
12–4 a.m.	A.M. Date ~~Friday July 2nd~~ and strained. Strained myself badly while lifting R. G. O. Steam raised on main
4–8 a.m.	boilers and levelled up. All platforms, gratings & ladders replaced.
8 a.m.—NOON	Oil system tried and drain system also tried. Steam on L. P. warming through.

COAL CONSUMPTION

	MAIN ENGINES		REFRIG. MACHINERY		ELECTRIC LIGHTING ETC.		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1271	1	—	—	26	18	243	7	19	4	456	—
DAYS CONSUMPTION	—	—	—	—	—	14	3	16	—	10	5	—
CARRIED FORWARD	1271	1	—	—	27	12	247	3	19	14	451	—

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE: Boilers	Before Man'uvre Valve	Temp'	STEAM PRESSURES: H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS: Forward	Aft	Gland Steam Press	VACUUM: Guage	Kenyon Meter	BAROMETER
Noon-6 p.m.	Chief	175	153	436	—	—	—	1½	—	175	1½	29½	—	—
6-8 p.m.	2nd	175	153	440	—	—	—	1½	—	175	1½	29½	—	—
8-12 p.m.	Chief	175	153	440	—	—	—	1½	—	175	1½	29½	—	—
12-4 a.m.	2nd	175	153	448	—	—	—	1½	—	175	1½	29½	—	—
4-8 a.m.	Chief	175	153	450	—	—	—	1½	—	175	1½	29½	—	—
8 a.m.-Noon		175	153	450	—	—	—	1½	—	175	1½	29½	—30	15

	OIL PRESSURES: Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES: Cooler Inlet	Cooler Outlet	TEMPERATURES: Eng Room	Stoke hold	Sea	Disch	LP Exhaust Steam	XXXXX Pt Thrust	XXX Pump Well	Hot Feed to Boilers
												L.P. Thrust		
Noon-4 p.m.	25	—	2½	—	116	102	100	84	68	94	—	112	110	206
4-8 p.m.	26	—	2½	—	116	102	106	80	68	94	—	112	110	200
8-12 p.m.	26	—	2½	—	116	102	108	84	68	94	—	112	106	204
12-4 a.m.	26	—	2½	—	116	102	110	86	68	94	—	114	104	202
4-8 a.m.	26	—	2½	—	116	102	110	86	68	94	—	115	110	204
8 a.m.-Noon	26	—	2½	—	116	102	110	86	68	94	—	115	110	204

69550	REVOLUTIONS: MAIN SHAFT: Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES: FEED PUMP: Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE: Air Fan Casing	At Ash Pits	At Furnaces
Noon-4 p.m.	86150	16600	69.1	124		—	—	480	—	40	3	—	—
4-8 p.m.	01580	15430	64.3	124		—	—	480	—	40	3	—	—
8-12 p.m.	18260	16680	69.2	124		—	—	480	—	40	3	—	—
12-4 a.m.	35260	17000	70.8	124		—	—	480	—	40	3	—	—
4-8 a.m.	52520	17260	71.9	124		—	—	480	—	40	3	—	—
8 a.m.-Noon	70360	17840	74.3	124		—	—	480	—	40	3	—	—

CLEARANCES VERIFIED DAILY: Finger Place Reading HP	IP	LP	Finger Place Index HP	IP	LP	SHAFT HORSE POWER	XXXX Revolutions	HOURS WORKING: EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	XXXX DISTILLER Ash	DENSITY OF BOILERS
							Temp.						Port Fwd
							112°	24 hrs.		24 hrs.		195 Bkts. 6.8 Tons	Star Fwd
													Port Aft
													Star Aft

FROM Lisbon **TOWARDS** New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. After Oil Pump	P.M Date Friday July 2nd Steam on L. P. Turbine for trial reported to Captain, everything O. K. Full Away
4–8 p.m. working Evap 4 hrs Ash 37 bkts	2nd & 4th Engr on Watch 12-0 noon to 6-0 PM. Chief & 3rd " " " 6-0 PM. to 12-0 PM.
8–12 p.m. Evap 4 hrs Ash 39 bkts	Condensate pump after constantly losing water by becoming vapour bound, finally stopped altogether. Weir's pumping direct from condenser, Radojet & Vap working into
12–4 a.m. Evap 4 hrs Ash 40 bkts	A.M. Date Sat. July 3rd aux condr L. P. Working fine 75 Revs at 1½ lb inlet pressure with 29½ vac.
4–8 a.m. Evap 4 hrs Ash 42 bkts	Weir pumping unevenly through working from condenser
8 a.m.—NOON Evap 3½ hrs Ash 36 Bkts Draft For'd 15'-0" Aft. 16'-2" Mean 15'-7"	Arriving St. Micaiels, Std 11-56 AM. 12-0 Stop Various movements till F. W. F. 2.30 AM.

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1271	1	—	—	27	12	247	3	19	14	451						
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50						
CARRIED FORWARD	1313	7	—	—	28	6	253	13	20	4	401						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	—	70 100810	9.1 218.4	8 192	12.1%	3½ lbs.	Main & Aux. Condr. Feed Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		BAROMETER
		PRESSURE							EJECTORS				
		After Strainer	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	Forward	Aft	Gland Steam Press	Gauge	Kenyon Meter	
Noon–4 p m														
4–8 p m.														
8–12 p m.														
12–4 a m.														
4–8 a m.														
8 a m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
												Air Pumps			
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Wet	Dry	Filter	Feed to Boilers
Noon–4 p m.															
4–8 p.m.															
8–12 p m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min			
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p m.													
4–8 p.m.													
8–12 p m.													
12–4 a m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd	
												Port Fwd
												Star Fwd
												Port Aft
												Star Aft

FROM At Ponta Delgada TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sat. July 3rd Port & Star'd boiler fires banked Donkey Boiler Centre Boiler
4—8 p.m.	Awaiting instructions re repairs &c
8—12 p.m.	Dynamos running till 10-30 PM. 3rd Engr on duty
0—4 a.m.	A.M. Date Sunday July 4th
4—8 a.m.	
8 a.m.—NOON	No steam being used

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD												
DAYS CONSUMPTION												
CARRIED FORWARD												

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE							EJECTORS					
		After Strainer	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	Forward	Aft	Gland Steam Press	Guage	Kenoto Meter	
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng. Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boiler
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Air Fits	At Furnace
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM At Ponta Delgada TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sunday July 4th
4—8 p.m.	
8—12 p.m.	No Dynamos Running
12—4 a.m.	A.M. Date Monday July 5th Mr. Hood & Mr. Fingleton visited ship on Official
4—8 a.m.	survey and recommended following repairs to be done General overhaul of lubricating machinery " " " main engines subject to my advices Auxiliary machinery to be put in first-class condition
8 a.m.—NOON	Sufficient water and coal to be supplied to enable ship to reach her destination JOHN J. FINKLETON S. FAST RUSSELL

COAL CONSUMPTION													OILS				
	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts					
BROUGHT FORWARD																	
DAYS CONSUMPTION			TOM HOOD														
CARRIED FORWARD			H.M.H. LORD KILCH PONTA DELGADA														

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

51-6-12

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHANGE	BOILER STEAM PRESSURE After Stramer	BOILER STEAM PRESSURE Before Man'ore Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Sternd Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.					Monday July 5th									
4–8 p.m.		Firemen washing paint-work in Engine-room												
8–12 p.m.		L. P. Thrust taken adrift for fitting of new												
12–4 a.m.		L. P. Astern thrust pads												
4–8 a.m.		L. P. Astern Steam pipe blank flange taken out												
8 a.m.–Noon														

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng. Room	TEMPERATURES Stoke hold	TEMPERATURES Bee	TEMPERATURES Dieck	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
Noon–4 p.m.		new flange jointed.													
4–8 p.m.		Escape valve on Weir pump delivery valves ground in													
8–12 p.m.		2nd & 3rd Engrs. Tallying coal on shore and coal being													
12–4 a.m.		heaved on board by 2 Bunker winches.													
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circ. Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AUX PRESSURES At Fan Casing	AUX PRESSURES At Ash Pits	AUX PRESSURES At Furnaces
Noon–4 p.m.	Repairs passed by Lloyd's representatives & put in												
4–8 p.m.	hand. Re-babbitting of L. P. thrust pads &												
8–12 p.m.	repairs and renewals to Oil pumps, valve gear.												
12–4 a.m.	Finished bunkering at 9-30 P.M.												
4–8 a.m.	Dynamos running till 10-0 P.M.												
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY Finger Place Reading HP	IP	LP	Finger Place Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS Port Fwd	Starbd Fwd	Port Aft	Starbd Aft

FROM At Ponta Delgada TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Tuesday July 6th
	All stop valve spindles on superheated
4–8 p.m.	steam line packed.
	Steering engine steam pipe taken off for
	repair. L. P. drain pipe blanked off.
8–12 p.m.	Flange fitted in L. P. Astern Steam line
	winch steam reducing valve rejointed
	Evaporator vapor valve being ground in
0–4 a.m.	A.M. Date
	Evaporator coils being sealed
	Engine room washed & painted
4–8 a.m.	Wednesday July 7th
	Auxiliary condenser pump plunger repacked
	Reducing vlave for winch steam rejointed
8 a.m.—NOON	New stud fitted in throttle valve for turbine
	and & astern turbine stop valve repacked
	Vapour valve being ground in & cover jointed

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Dalp	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER

VOYAGE NO. 1

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.														
4–8 p.m.	For'd feed pump valve chest taken off for examination													
8–12 p.m.	Main bilge pump steam joint remade and new valve													
12–4 a.m.	fitted on exhaust valve spindle. Dynamo commutator													
4–8 a.m.	and brushes cleaned.													
8 a.m.–Noon	Engine room being washed and painted													

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Dish	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Fuel to Boilers
Noon–4 p.m.															
4–8 p.m.	Evaporator coils thoroughly scaled														
8–12 p.m.	Dynamos running till 10.30 PM.														
12–4 a.m.															
4–8 a.m.	Thursday July 8th														
8 a.m.–Noon															

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Fire	At Funnel
Noon–4 p.m.	Visited machine shop about work												
4–8 p.m.	For'd feed pump steam valves being examined												
8–12 p.m.	Working on No. 1 dynamo brushes & bearings												
12–4 a.m.	Aft Oil pump crosshead being secured												
4–8 a.m.	Received oil from Vacuum Oil Company												
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER	DENSITY OF BOILERS Port Fwd	Starbd Fwd	Port Aft	Starbd Aft

FROM — at Ponda-del-Gada TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Received thrust pads and fitted same
	L. P. Thrust finished
4—8 p.m.	For'd feed pump tried successfully
	Steering engine pipe and pump valve gear
	promised for 9-0 AM. tomorrow
8—12 p.m.	Dynamo running till 10-30 P.M.
	Self on watch and working all day
12—4 a.m.	A.M. Date Friday July 9th
	Turbines warmed through. Valve gear for pump arrived and
4—8 a.m.	put together. Tried pump successfully. Waiting for pipe. ~~Captain and self at 4-30 PM. hurried to shop to bring pipe back, instead of brazing same they had made a new piece.~~ Jointed same and put steam on. Pipe cracked along seam
8 a.m.—NOON	18″, took pipe off and ordered copper pipe to be made, could not possible finish same till tomorrow. Pilot and boatmen sent away again. Boiler fires again banked

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Solp	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS ON DUTY	BOILER STEAM PRESSURE: Boilers in Use	BOILER STEAM PRESSURE: Before Man'uvre Valve	BOILER STEAM: Temp°	STEAM PRESSURES: H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS: Forward	EJECTORS: Aft	Gland Steam Press	VACUUM: Guage	VACUUM: Kenyon Meter	BAROMETER
Noon–4 p m														
4–8 p m														
8–12 p m		175		488	—	—	—	1½	—	175	1¼	28	—	—
12–4 a m		—		—	—	—	—	—	—	—	—	—	—	—
4–8 a m		—		—	—	—	—	—	—	—	—	—	—	—
8 a m.–Noon		—		—	—	—	—	—	—	—	—	—	—29"–04	

	OIL PRESSURES: Pump Discharge	OIL PRESSURES: Cooler Outlet	OIL PRESSURES: Bearings Mean	OIL PRESSURES: Main Thrust	OIL TEMPERATURES: Cooler Inlet	OIL TEMPERATURES: Cooler Outlet	TEMPERATURES: Eng Room	Stoke hold	Sea	Disch	LP Exhaust Steam	XXXXXX L. P. Thrust	Filter	Fwd to Boilers
Noon–4 p m														
4–8 p.m.														
8–12 p. m.	24	—	2½	—	116	102	112	84	70	100	—	118°	112°	205°
12–4 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4–8 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8 a.m.–Noon	—	—	—	—	—	—	—	—	—	—	—	—	—	—

	REVOLUTIONS: MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES: FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE: At Fan Casing	At Ash Ejts	At Furnace
Noon–4 p m.						—	—						
4–8 p.m.	68010					—	—					—	—
8–12 p m	84450	16440	68.5	122		—	—	720	—	36	3	—	—
12–4 a m.	92850	8400	70	—		—	—	720	—			—	—
4–8 a.m.	—	—	—	—		—	—	—	—			—	—
8 a.m.–Noon	—	—	—	—		—	—	—	—			—	—

CLEARANCES VERIFIED DAILY: Finger Place Reading HP	IP	LP	Finger Place Index HP	IP	LP

SHAFT HORSE POWER

L. P. Pinion Temp. 122°

HOURS WORKING: XXXX MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	XXXX BOILERS
					—

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. FOR'D DRAFT AFT MEAN	P.M. Date Saturday July 10th Engineers on 6 hour Watch Copper pipe for Steering Engine brought on board & jointed
4–8 p.m. Stand by 7-40 P.M. Half Ahd 7-45 P.M. Full " 8-0 P.M.	Both feed pumps working " Oil " " Radojet exhausting into Aux Condr
Coal arriving 401 Tons Received 250 " 651 Used 22 629 Tons	Self keeping watch though suffering from double rupture R.G.D.
12–4 a.m.	A.M. Date Sunday July 11th Called out at 1-15 by 2nd Engr could not get pump to pump against boiler pressure. Both pumps hot through
4–8 a.m. Stopped 18 hrs.	check valves leaking. Water to be seen in only two boilers. Drew fires on port boiler, connected hose in engine room and cooled down pumps, then pumped from the
8 a.m.—NOON Light Westerly wind	sea. Took Weir plunger adrift and fitted new woodite rings. Put new springs on delivery valves. Found 1 suc- tion valve seat ¼" loose in seat of chamber. For'd feed pump no use against boiler pressure

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1313	7	—	—	28	6	253	13	20	4	629	—					
DAYS CONSUMPTION	16	6	—	—	—	14	4	—	—	10	22	—					
CARRIED FORWARD	1329	13	—	—	29	—	257	13	20	14	607	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		69	8.9	6.6		2 lbs.	Main & Aux condr & feed heater	
6	—	24840	53.4	40	25%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hrs. watch
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE Boiler	BOILER STEAM PRESSURE Before Manœuvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.		175	153	440	—	—	—	11½	—	175	11¼	26½	—	—
4–8 p.m.		175	153	440	—	—	—	11½	—	175	11¼	26½	—	—
8–12 p.m.		175	153	440	—	—	—	11½	—	175	11¼	26½	—	—
12–4 a.m.		175	153	440	—	—	—	11½	—	175	11¼	26½	—	—
4–8 a.m.		175	153	440	—	—	—	11½	—	175	11¼	26½	—	—
8 a.m.–Noon		175	153	440	—	—	—	11½	—	175	11¼	26½	29·97	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Ditch	L.P. Exhaust Steam	Air Pumps Port	Air Pumps Stbd	L.P. Thrust	Filter	Feed to Boilers
Noon–4 p.m.	24	—	2	—	116	102	104	78	72	100	—			118	106	204
4–8 p.m.	25	—	2	—	116	102	108	78	70	100	—			118	107	205
8–12 p.m.	25	—	2	—	116	102	110	78	70	100	—			118	107	206
12–4 a.m.	25	—	2½	—	116	102	110	78	70	100	—			118	106	206
4–8 a.m.	25	—	2	—	116	102	106	78	70	100	—			118	106	206
8 a.m.–Noon	25	—	2	—	116	102	110	78	68	100	—			118	106	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air Reg Cut-off	At Air Pipe	At Fore Hatch
Noon–4 p.m.	03030	10180	53.6	120		—	—	720	—	36	3	—	—
4–8 p.m.	18430	15400	64.2	130		—	—	720	—	36	3½	—	—
8–12 p.m.	34270	15840	66.	128		—	—	720	—	34	3	—	—
12–4 a.m.	49430	15160	63.2	125		—	—	720	—	32	3	—	—
4–8 a.m.	65030	15600	65.	124		—	—	720	—	36	3	—	—
8 a.m.–Noon	82500	17470	64.5	125		—	—	720	—	36	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER

HOURS WORKING MAIN ENGINES	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISCHARGE
Temp.					Ash 188 Bkts.
116°	20 hrs.		24 hrs.		6.2 Tons

DENSITY OF BOILERS	
Port Fwd	
Stbr Fwd	
Port Aft	
Stbr Aft	

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Stopped 50 mins	P.M. Date July 11th Sunday Got pump coupled and went Full Ahd Steering
4—8 p.m. 12-50 Slow Ahd 12-55 Full " 1-6 Slow 3-20 Full Steering En Finish	engine would not work, examined same and found set screws had become loose and worked out of top and brass. New screws fitted. Turbines going slow. 2 hrs 19 mins Evap 4 hrs Ash 35 bkts
8—12 p.m.	Evap 4 hrs Ash 40 bkts
12—4 a.m.	A.M. Date ~~July 12th Monday~~ Evap 4 hrs Ash 38 bkts
4—8 a.m.	Evap 4 hrs Ash 38 bkts
8 a.m.—NOON	Evap 4 hrs Ash 37 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1329	13	—	—	29	—	257	13	20	14	607	—					
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50	—					
CARRIED FORWARD	1371	19	—	—	29	14	264	3	21	4	557	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
		63.9	8.3	6.03		2 lbs.	Main & aux condr & ~~feed heater~~	
23	22	89650	193.9	144	27.7%	CHIEF ENGINEER R. G. DONALDSON		

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hrs. watch
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~XXX~~ Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Keneto Meter	BAROMETER
Noon–4 p.m.		175	153	436	—	—	—	1½	—	175	1¼	22	—	—
4–8 p.m.		175	153	430	—	—	—	1½	—	175	1¼	23	—	—
8–12 p.m.		175	153	430	—	—	—	1½	—	175	1¼	24½	—	—
12–4 a.m.		175	153	432	—	—	—	1½	—	175	1¼	24	—	—
4–8 a.m.		175	153	433	—	—	—	1½	—	175	1¼	24	—	—
8 a.m.–Noon		175	153	440	—	—	—	1½	—	175	1¼	26	—	—

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	~~XXX~~ Exhaust Steam	~~XXXXX~~ L.P. Thrust	Filter	Feed to Boilers
Noon–4 p.m.	24	—	3	—	116	102	112	80	70	100	—	116	108	206
4–8 p.m.	24	—	3	—	116	102	114	80	70	100	—	116	108	206
8–12 p.m.	24	—	2½	—	118	104	114	80	70	100	—	116	107	205
12–4 a.m.	24	—	2½	—	116	102	116	80	68	100	—	118	107	206
4–8 a.m.	24	—	2½	—	118	104	112	80	68	100	—	118	106	206
8 a.m.–Noon	25	—	2½	—	118	104	112	80	70	100	—	116	112	205

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air Fan Casing	At Ash Pits	At Funnel
Noon–4 p.m.	96980	14480	60.3	122		—	—	720	—	32	3	—	—
4–8 p.m.	12190	15210	63.4	122		—	—	720	—	32	3	—	—
8–12 p.m.	28740	16550	68.9	122		—	—	720	—	32	3	—	—
12–4 a.m.	44780	16040	66.8	122		—	—	720	—	32	3	—	—
4–8 a.m.	60590	15810	65.9	122		—	—	720	—	32	3	—	—
8 a.m.–Noon	77850	17260	67.7	122		—	—	720	—	32	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	~~XXXX~~ Water Injection Temp.	HOURS WORKING EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~XXXX~~ DISTILLER ~~Ash~~ ~~223 Bkts.~~	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
							114°	24 hrs.				8.3 Tons				

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date ~~Monday July 12th~~ Self searching for air leaks, poor vacuum ~~Evap 4 hrs Ash 39 bkts~~
4–8 p.m.	Chief Engr 4 hrs OT 2nd " 4 " " 3rd " 4 " " 4th " 4 " " Evap 4 hrs Ash 40 bkts
8–12 p.m.	Self searching for air leaks, all platform plates up, screwing up joints &c. Evap 4 hrs Ash 40 bkts
12–4 a.m.	A.M. Date ~~Tuesday July 13th~~ Hard work for feed pump to cope with water Evap 4 hrs Ash 37 bkts
4–8 a.m.	Evap 4 hrs Ash 36 bkts
8 a.m. NOON	Light airs Smooth sea Evap 4 hrs Ash 41 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	371	19	—	—	29	14	264	3	21	4	557	—					
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50	—					
CARRIED FORWARD	414	5	—	—	30	8	270	13	21	14	507	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Skip	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	15	65.5 95350	8.5 206.1	7.46 181	12.8%	2 lbs.	Main & aux condr Feed heater	

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hrs. watch
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE ~~After Steam~~ Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	Aft	Gland Steam Press	VACUUM Gauge	Kenyon Meter	BAROMETER
Noon–4 p.m.		175	153	432	—	—	—	11½	—	175	11¼	29		
4–8 p.m.		175	153	437	—	—	—	11½	—	175	11¼	29	—	—
8–12 p.m.		175	153	440	—	—	—	11½	—	175	11¼	29	—	—
12–4 a.m.		175	153	440	—	—	—	11½	—	175	11¼	29	—	—
4–8 a.m.		175	153	432	—	—	—	11½	—	175	11¼	29	—	—
8 a.m.–Noon		175	153	433	—	—	—	11½	—	175	11¼	29	—	30-00

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps ~~Port~~ ~~Stbd~~ L. P. Thrust	Filter	Fwd to Boilers
Noon–4 p.m.	24	—	2½	—	124	106	104	78	66	94	—	122	108	202
4–8 p.m.	25	—	2½	—	118	106	108	80	66	94	—	126	108	200
8–12 p.m.	24	—	2½	—	116	106	108	80	66	94	—	126	106	200
12–4 a.m.	25	—	3	—	124	112	108	80	68	96	—	126	108	200
4–8 a.m.	25	—	3	—	120	110	106	78	68	98	—	124	108	204
8 a.m.–Noon	24	—	3	—	120	110	104	82	70	100	—	124	108	204

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Outlet	At Ash Pits	At Furnaces
Noon–4 p.m.	93690	15840	66	125		—	—	720	—	34	3	—	—
4–8 p.m.	10020	16330	68.1	120		—	—	720	—	36	3	—	—
8–12 p.m.	26770	16950	70.6	122		—	—	720	—	36	3		
12–4 a.m.	43860	17090	71.2	125		—	—	720	—	36	3	—	
4–8 a.m.	59480	15620	65.1	125		—	—	720	—	36	3		
8 a.m.–Noon	76590	17110	67.1	125		—	—	720	—	36	3	—	

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~Steering Machinery~~	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~Refuse~~	DENSITY OF BOILERS Port Fwd
							L. P. Pinion Temp. 123°	24 hrs.		24 hrs.		Ash 228 Bkts. 8.1 Tons	Stbr Fwd
													Port Aft
													Stbr Aft

FROM Ponta-del-gada **TOWARDS** New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Evap 4 hrs Ash 38 bkts	P.M. Date Tuesday July 13th Found cause of poor vacuum—wooden plug in leak-off pipes cracked & drawing air
4–8 p.m. Chief Engr 4 hrs O.T. 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	Self again overhauling condensate pump Evap 4 hrs Ash 37 bkts
8–12 p.m.	Condensate pump running ½ hr then stopped Superheater tubes cleaned Evap 4 hrs Ash 40 bkts
12–4 a.m.	A.M. Date Wed July 14th Evap 4 hrs Ash 40 bkts
4–8 a.m.	Called out at 2-0 A.M. Weir pump not pumping Stayed down till matters righted themselves Evap 4 hrs Ash 37 bkts
8 a.m.—NOON Light northerly wind	Evap 4 hrs Ash 36 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	414	5	—	—	30	8	270	13	21	14	507						
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50						
CARRIED FORWARD	456	11	—	—	31	2	277	3	22	4	457						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	15	68 98940	8.84 214.3	7.21 175	18.1%	2 lbs.	Main & Aux condr & feed heater	—

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hrs. watch
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Main~~ Donkey Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	Kenyon Meter	BAROMETER
Noon–4 p.m.		170	150	432	—	—	—	1½	—	170	1¼	29	—	—
4–8 p.m.		170	150	440	—	—	—	1½	—	170	1¼	29	—	—
8–12 p.m.		170	150	440	—	—	—	1½	—	170	1¼	29	—	—
12–4 a.m.		170	150	436	—	—	—	1½	—	170	1¼	29	—	—
4–8 a.m.		170	150	433	—	—	—	1½	—	170	1¼	29	—	—
8 a.m.–Noon		170	150	435	—	—	—	1½	—	170	1¼	29	—	29.9

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps ~~Wet~~ L.P. Thrust ~~Dry~~	Filter	Feed to Boilers
Noon–4 p.m.	24	—	3	—	130	118	106	77	70	100	—		132	108	205
4–8 p.m.	25	—	3	—	130	118	105	77	70	99	—		130	109	205
8–12 p.m.	25	—	3	—	130	118	110	80	70	100	—		130	108	206
12–4 a.m.	24	—	3	—	130	118	109	80	70	100	—		128	102	200
4–8 a.m.	24	—	3	—	130	118	110	80	68	100	—		130	110	206
8 a.m.–Noon	25	—	3	—	130	118	110	84	70	100	—		130	110	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	83620	7030	40.1		125	—	—	720	—	34	3	—	—
4–8 p.m.	99290	15670	65.3		125	—	—	720	—	34	3	—	—
8–12 p.m.	15690	16100	68.3		125	—	—	720	—	34	3	—	—
12–4 a.m.	32830	17140	71.4		125	—	—	720	—	34	3	—	—
4–8 a.m.	49860	17030	71		125	—	—	720	—	34	3	—	—
8 a.m.–Noon	67930	18070	71.7		125	—	—	720	—	34	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~Aux'lia~~ Machinery	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~Distilled~~ Ash	DENSITY OF BOILERS Port Fwd	Starb Fwd	Port Aft	Starb Aft
							L. P. Pinion Temp. 126°	22 hrs.		24 hrs.		224 Bkts. 8 Tons				

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Evap 2 hrs Ash 30	P.M. Date Wednesday July 14th Stopped at 12-0 noon to make alterations & improvements
4–8 p.m. Stopped 1 hr 10 minutes Evap 4 hrs Ash 41 Chief ~~Engr 4 hrs OT~~	in auxiliary machinery. Took off condensate pump delivery valve and attached same to hose pipe leading from Hotwell to auxiliary condenser—upon trial same
8–12 p.m. " 4 " " 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	did not prove successful, reverted back to old method Took up to Captain Lam Suey to be logged for using bad language and insudordination. Steam back to 110 lb. Would not endeavor to better it. Evap 4 hrs Ash 40
12–4 a.m.	A.M. Date Thursday July 15th Poor steam at beginning of watch Evap 4 hrs Ash 37 bkts
4–8 a.m.	Called at 4-0 AM. Engineers could not keep water in boilers. Evap 4 hrs Ash 30 bkts
8 a.m.—NOON Opened up Cross bunker at 10-0 A.M. Coal taken in Azores finished	At 10-30 AM. auxiliary condenser stopped; upon examination found steam, Piston valve broken beyond repair. Radojet exhausting now into TANK. Evap 4 hrs Ash 38 bkts

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1456	11	—	—	31	2	277	3	21	14	457	—
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50	—
CARRIED FORWARD	1498	17	—	—	31	16	283	13	22	4	407	—

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		65.9	8.5	5.67		1½ lbs.	Main & aux condr & feed heater	
23	6	91340	196.3	131	34.1%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS SIGNATURE	BOILER STEAM PRESSURE Over Boilers	BOILER STEAM PRESSURE Before Man'vre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.		Various	—	—	—	—	—	1½	—	Var.	1¼	29	—	—
4–8 p.m.		Various	—	—	—	—	—	1½	—	Var.	1¼	29	—	—
8–12 p.m.		175	153	432	—	—	—	1½	—	175	1¼	29	—	—
12–4 a.m.		175	153	430	—	—	—	1½	—	175	1¼	29	—	—
4–8 a.m.		175	153	436	—	—	—	1½	—	175	1¼	29	—	—
8 a.m.–Noon		175	153	430	—	—	—	1½	—	175	1¼	29	—	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Dissh	L.P. Exhaust Steam	Wet / Dry	Filter	Feed to Boilers
Noon–4 p.m.	25	—	2½	—	126	114	110	76	70	99	—	L.P. Thrust 130	106	204
4–8 p.m.	25	—	2½	—	126	114	108	80	70	102	—	130	105	204
8–12 p.m.	25	—	2½	—	124	108	112	80	70	102	—	130	105	204
12–4 a.m.	25	—	2½	—	128	110	112	80	70	102	—	130	105	208
4–8 a.m.	25	—	2½	—	128	110	108	82	70	102	—	130	105	204
8 a.m.–Noon	25	—	2½	—	128	110	110	82	70	102	—	130	105	204

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air Fog Circ	Air Aux Fire	Air Purifiers
Noon–4 p.m.	81990	14060	58.5	125		—	—	720	—	34	3	—	—
4–8 p.m.	96480	14490	62.2	125		—	—	720	—	34	3	—	—
8–12 p.m.	13130	16550	69.8	125		—	—	720	—	36	3	—	—
12–4 a.m.	29260	16130	67.2	125		—	—	720	—	36	3	—	—
4–8 a.m.	46310	17050	71	125		—	—	720	—	36	3	—	—
8 a.m.–Noon	63990	17680	68.5	125		—	—	720	—	36	3	—	—

CLEARANCES VERIFIED DAILY Finger Place Reading HP	IP	LP	Finger Place Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ENGINE DIVISION	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLATION	DENSITY OF BOILER Port Fwd	Starb Fwd	Port Aft	Starb Aft
							L.P. Pinion Temp. 126°	20 hrs.		24 hrs.		Ash 230 Bkts. 8 Tons				

Ash 78 per Bucket

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Vap 4 hrs Ash 42 Radojet exhausting into feed tank	P.M. Date Thursday July 15th Steam back to 100 lbs. Bad steaming coal. Throttle valve shut in till 2-0 PM. Practically stopped till 2-0 PM.
4–8 p.m. Stop 4-53 PM. Full ahd. 5-0 PM. Stopped 7 mins	While cleaning fires at 4-0 PM. steam went back to 90 lb. Turbines stopped while steam rose. Captain invited into stoke-hold by *me*. Vap hrs Ash 36
~~Chief~~ Engr 4 hrs OT 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	A lot of water being lost through having no cooling outfit for Radojet exhaust-steam. Evap 4 hrs Ash 37
8–4 a.m.	A.M. Date Friday July 16th Firemen keeping good steam. Ship heading against gulf stream. Evap 4 hrs Ash 37
4–8 a.m.	Evap 4 hrs Ash 38
8 a.m.—NOON Course altered at noon. Ash 40	Evaporator being scaled and boxed up. Informed Captain that it would be better to make direct for Halifax and to get in Gulf Stream as soon as possible

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1498	17	—	—	31	16	283	13	22	4	407	—					
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	6	10	50	—					
CARRIED FORWARD	1541	3	—	—	32	10	290	3	22	14	357	—					

STEAMING TIME		Average Revs. Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
		66.5	8.6	50.7		2½ lbs.	Main condr & Feed heater	—
24	3	95960	206.8	122	34.8%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE Main Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenots Meter	BAROMETER
Noon–4 p.m.		170	150	434	—	—	—	1¼	—	170	1¼	29	—	—
4–8 p.m.		170	150	440	—	—	—	1¼	—	170	1¼	29	—	—
8–12 p.m.		170	150	440	—	—	—	1¼	—	170	1¼	29	—	—
12–4 a.m.		170	150	439	—	—	—	1¼	—	170	1¼	29	—	—
4–8 a.m.		170	150	436	—	—	—	1¼	—	170	1¼	29	—	—
8 a.m.–Noon		170	150	437	—	—	—	1¼	—	170	1¼	29	—	30·21

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Gas	Clinch	LP Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.	25	—	3	—	128	118	108	80	68	96	—	L.P. Thrust		105	200
4–8 p.m.	25	—	3	—	130	118	108	82	68	96	—	132		106	202
8–12 p.m.	25	—	3	—	130	118	108	80	68	96	—	132		105	201
12–4 a.m.	25	—	3	—	126	116	109	80	67	96	—	126		106	201
4–8 a.m.	25	—	3	—	128	114	104	80	67	96	—	126		106	201
8 a.m.–Noon	25	—	3	—	130	116	105	80	67	96	—	126		106	201

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Asb Fils	At Furnaces
Noon–4 p.m.	80970	16980	70.7	122		—	—	720	—	35	3	—	—
4–8 p.m.	97840	16870	70.1	122		—	—	720	—	35	3	—	—
8–12 p.m.	14420	16610	69.2	122		—	—	720	—	35	3	—	—
12–4 a.m.	30130	15710	65.4	122		—	—	720	—	35	3	—	—
4–8 a.m.	46560	16430	68.4	122		—	—	720	—	35	3	—	—
8 a.m.–Noon	63480	16920	68.8	122		—	—	720	—	35	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING MAIN MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER ASH	DENSITY OF BOILERS
							Temp.						Port Fwd
							126°	24 hrs.		24 hrs.		8.2 Tons	Star Fwd
													Port Aft
													Star Aft

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Friday July 16th ~~Keeping fairly good steam~~ ~~Evap 4 hrs Ash 39 bkts~~
4—8 p.m. Chief Engr 4 hrs OT 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	Evap 4 hrs Ash 40 bkts
8—12 p.m.	New steam gauge & connection fitted in evaporator Evap 4 hrs Ash 40 bkts
12—4 a.m.	A.M. Date Saturday July 17th Evap 4 hrs Ash 40 bkts
4—8 a.m. Gentle N.Westerly Winds	Evap 4 hrs Ash 36 bkts
8 a.m.—NOON	Evap 4 hrs Ash 42 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1541	3	—	—	32	10	290	3	22	14	357	—					
DAYS CONSUMPTION	~~42~~	~~6~~	—	—	—	~~14~~	~~6~~	~~10~~	—	~~10~~	~~50~~	—					
CARRIED FORWARD	~~1583~~	9	—	—	33	4	296	13	23	4	307	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	12	~~68.5~~ 99520	~~8.9~~ 215.3	~~1.48~~ 181	16.8%	~~2 lbs.~~	Main condr & Feed heater	—

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE ~~Main~~ Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.		170	150	432	—	—	—	1¼	—	170	1¼	29	—	—
4–8 p.m.		170	150	437	—	—	—	1¼	—	170	1¼	29		
8–12 p.m.		170	150	436	—	—	—	1¼	—	170	1¼	29	—	—
12–4 a.m.		170	150	436	—	—	—	1¼	—	170	1¼	29	—	—
4–8 a.m.		170	150	440	—	—	—	1¼	—	170	1¼	29	—	—
8 a.m.–Noon		170	150	438	—	—	—	1¼	—	170	1¼	29	—	—

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps ~~M.A.~~ A. ~~Disch~~	Filter	Feed to Boilers
Noon–4 p.m.	25	—	3	—	120	115	107	72	64	96	—	L.P. Thrust 120	102	202
4–8 p.m.	25	—	3	—	120	114	109	74	64	96	—	122	104	204
8–12 p.m.	25	—	2½	—	120	112	106	76	59	94	—	122	104	204
12–4 a.m.	25	—	2½	—	118	112	100	76	59	94	—	122	102	202
4–8 a.m.	25	—	2½	—	118	112	102	76	51	92	—	122	104	202
8 a.m.–Noon	26	—	2½	—	118	112	104	76	60	96	—	124	104	202

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
Noon–4 p.m.	80370	16000	66.6	120		—	—	720	—	35	3	—	—
4–8 p.m.	96370	16890	70.3	120		—	—	720	—	35	3	—	—
8–12 p.m.	13080	16710	69.6	120		—	—	720	—	35	3	—	—
12–4 a.m.	29110	16030	66.8	120		—	—	720	—	36	3	—	—
4–8 a.m.	45990	16880	70.3	120		—	—	720	—	36	3	—	—
8 a.m.–Noon	64080	18090	70.9	120		—	—	720	—	36	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~MAIN~~ ENGINES	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~MAIN~~ AUX.	DENSITY OF BOILERS
							L. P. Pinion Temp. 126°	24 hrs.		24 hrs.		Ash 233 Bkts 8.1 Tons	Port Fwd Star Fwd Port Aft Star Aft

FROM Ponta-del-Gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Saturday July 17th
	Evap 4 hrs Ash 39 bkts
4—8 p.m.	Superheaters cleaned
	Evap 4 hrs Ash 38 bkts
8—12 p.m. Chief Engr. 4 hr OT 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	Port Boiler smoke boxes cleaned
	Evap 4 hrs Ash 38 bkts
12—4 a.m.	A.M. Date Sunday July 18th
	Center Boiler smoke boxes cleaned
	Evap 4 hrs Ash 40 bkts
4—8 a.m. Light SW Wind Dense Fog	Superheaters cleaned Star'd Boiler smoke boxes cleaned
	Evap 4 hrs Ash 38 bkts
8 a.m.—NOON	
	Evap 4 hrs Ash 39 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1583	9	—	—	33	4	296	13	23	4	307						
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50						
CARRIED FORWARD	1625	15	—	—	33	18	303	3	23	14	257						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		69.2	8.9	8.01		2½ lbs.	Main Condr. & Feed Heater	1 lb.
24	12	100600	215.3	194	10%			

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES							VACUUM		BAROMETER
		XXXX Steam Boilers	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Gauge	Kenote Meter	
Noon–4 p.m.		160	140	438	—	—	—	1¼	—	160	1¼	29	—	—
4–8 p.m.		175	153	440	—	—	—	1¼	—	175	1¼	29	—	—
8–12 p.m.		175	153	440	—	—	—	1¼	—	175	1¼	29	—	—
12–4 a.m.		160	153	440	—	—	—	1¼	—	160	1¼	27	—	—
4–8 a.m.		175	153	446	—	—	—	1¼	—	175	1¼	29	—	—
8 a.m.–Noon		175	153	443	—	—	—	1¼	—	175	1¼	29	—	—

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Bilge hold	Sea	Dischg	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Fwd to Boilers
													L. P. Thrust		
Noon–4 p.m.	25	—	2½	—	118	105	96	74	58	95	—		116	108	200
4–8 p.m.	25	—	2½	—	118	102	94	74	58	96	—		116	103	208
8–12 p.m.	25	—	2½	—	118	100	100	74	58	95	—		116	103	202
12–4 a.m.	25	—	2½	—	118	100	102	74	58	95	—		116	104	202
4–8 a.m.	25	—	2½	—	118	102	96	74	58	95	—		116	108	206
8 a.m.–Noon	25	—	2½	—	118	102	96	74	58	95	—		116	108	206

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan & Casing	At Ash Pits	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	79440	65360	64		120	—	—	12 to 20 per min.	—	36		Opened	
4–8 p.m.	95620	16180	67.4		120	—	—	"	—	36		Out	
8–12 p.m.	12920	17300	72		120	—	—	"	—	30		Full	
12–4 a.m.	29120	16200	67.5		120	—	—	"	—	34		—	
4–8 a.m.	43970	14850	66		120	—	—	"	—	36		—	
8 a.m.–Noon	67250	18780	72.5		120	—	—	"	—	36		—	

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				XXXX Reading Machinery	EVAPORATOR		ELECTRIC LIGHT		
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd	
							L. P. Piston Temp. 124°	24 hrs.		24 hrs.		Port Fwd
												Star Fwd
												Port Aft
												Star Aft

Ash 243 Bkts. 8.4 Tons

FROM Ponta-del-gada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date—Sunday July 18th
	Evap 4 hrs Ash 39 bkts
4—8 p.m. Chief Engr. 4 hr. O.T. 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	
	Evap 1 hrs Ash 38 bkts
8—12 p.m.	
	Evap 4 hrs Ash 41 bkts
~~Light~~ S.W. Winds Dense Fog	A.M. Date
	Evap 4 hrs Ash 44 bkts
4—8 a.m.	
	Evap 4 hrs Ash 41 bkts
8 a.m.—NOON	
	Evap 4 hrs Ash 40 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1625	15	—	—	33	18	303	3	23	14	257	—					
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50	—					
CARRIED FORWARD	1668	1	—	—	34	12	309	13	24	4	207	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	15	~~069~~ 97370	~~8.6~~ 208.5	~~7.71~~ 177	10.4%	2 lbs.	Main Condenser & Feed Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Grimes~~ Boilers		Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
		Before Man'uvre Valve												
Noon–4 p.m.		170	150	433	—	—	—	1¼	—	170	1¼	29	—	—
4–8 p.m.		170	150	440	—	—	—	1¼	—	170	1¼	29	—	—
8–12 p.m.		175	153	439	—	—	—	1¼	—	175	1¼	29	—	—
12–4 a.m.		175	153	438	—	—	—	1¼	—	175	1¼	29	—	—
4–8 a.m.		165	147	432	—	—	—	1¼	—	165	1¼	29	—	—
8 a.m.–Noon		175	153	436	—	—	—	1¼	—	175	1¼	29	—	29.8

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L P Exhaust Steam	Air Pumps ~~Wet~~ \ Dry \	Filter	Feed to Boilers
Noon–4 p.m.	24	—	2½	—	108	94	102	74	58	95	—	L. P. Thrust 112	101	200
4–8 p.m.	25	—	2½	—	108	94	100	80	58	96	—	112	104	198
8–12 p.m.	25	—	2½	—	108	94	100	80	58	96	—	112	104	198
12–4 a.m.	25	—	2½	—	110	96	98	76	58	96	—	112	106	196
4–8 a.m.	25	—	2½	—	110	96	100	80	58	96	—	112	106	200
8 a.m.–Noon	25	—	2½	—	110	96	102	80	58	96	—	112	106	200

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air For Centre	Air Ash Pits	Air Purifiers
Noon–4 p.m.	78200	16750	69.7	120		—	—	720	—	34	3	—	—
4–8 p.m.	94700	16500	68.7	120		—	—	720	—	34	3	—	—
8–12 p.m.	12400	17700	73.7	120		—	—	720	—	34	3	—	—
12–4 a.m.	29490	17090	71.2	120		—	—	720	—	34	3	—	—
4–8 a.m.	45470	15989	66.5	120		—	—	720	—	34	3	—	—
8 a.m.–Noon	63690	18220	71.4	120		—	—	720	—	31	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~Main Reciprocators~~ L. P. Pinion	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~Main~~ Ash	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
							Temp. 118°	24 hrs.		24 hrs.		243 Bkts. 8.4 Tons				

FROM Ponta-Delgada TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Monday July 19th
4–8 p.m. Chief Engr 4 hr. O.T. 2nd " 4 " " 3rd " 4 " " 3rd " 4 " "	Evap 4 Ash 39 bkts
8–12 p.m.	Evap 4 Ash 39 bkts
8–4 a.m.	A.M. Evap 4 Ash 42 bkts Date Tuesday July 20th
4–8 a.m. Moderate Wind Dense Fog	Evap 4 Ash 41 bkts
8 a.m.–NOON	Evap 4 Ash 39 bkts Evap 4 Ash 43 bkts

COAL CONSUMPTION	Main Engines		Refrig Machinery		Electric Lighting etc		Winches and Auxiliaries		Cooking and Heating		Total		OILS: Turbine Oil	Engine Oil	Paraffin	Colza	Cylinder
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts					
BROUGHT FORWARD	668	1	—	—	34	12	309	13	24	4	207	—					
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50	—					
CARRIED FORWARD	710	7	—	—	35	6	316	3	24	14	157	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	14	70.3 102240	9.1 220.5	6.27 152	31.8%	2 lbs.	Main Condenser & Feed Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE ~~Main~~ Donkey Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES HP Ahead Inlet	HP Second Expansion	HP Exhaust	LP Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	Kenotometer	BAROMETER
Noon–4 p.m.		150	125	398	—	—	—	1¼	—	150	1¼	26	—	—
4–8 p.m.		170	147	432	—	—	—	1¼	—	170	1¼	29½	—	—
8–12 p.m.		170	147	433	—	—	—	1¼	—	170	1¼	29½	—	—
12–4 a.m.		150	125	410	—	—	—	1¼	—	150	1¼	26	—	—
4–8 a.m.		150	125	410	—	—	—	1¼	—	150	1¼	26	—	—
8 a.m.–Noon		170	147	433	—	—	—	1¼	—	170	1¼	29½	—	29.72

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	LP Exhaust Steam	~~Main~~ L.P. Thrust Wet	~~Main~~ L.P. Thrust Dry	Filter	Feed to Boilers
Noon–4 p.m.	25	—	2½	—	110	94	92	73	56	94	—		112	106°	200°
4–8 p.m.	25	—	2½	—	110	94	96	73	56	95	—		112	104°	200°
8–12 p.m.	25	—	2½	—	110	96	92	73	56	94	—		112	104°	200°
12–4 a.m.	25	—	2½	—	110	95	86	73	56	94	—		112	106°	200°
4–8 a.m.	25	—	2½	—	110	96	88	73	56	94	—		112	106°	200°
8 a.m.–Noon	25	—	2½	—	110	96	92	73	56	94	—		112	106°	200°

	REVOLUTIONS MAIN SHAFT Counter	For Watch	For Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	For Watch	For Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Aux Pilo	At Furnaces
Noon–4 p.m.	79160	15470	64.5	120		—	—	720	—	34	3	—	—
4–8 p.m.	95920	16760	69.8	120		—	—	720	—	35	3	—	—
8–12 p.m.	12660	16740	69.7	120		—	—	720	—	34	3	—	—
12–4 a.m.	28050	15390	64.1	120		—	—	720	—	34	3	—	—
4–8 a.m.	43500	14450	60.2	120		—	—	720	—	34	3	—	—
8 a.m.–Noon	60190	16690	66.1	120		—	—	720	—	34	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~Main~~ Donkey Boilers	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	~~Main~~ Donkey DISTILLER	DENSITY OF BOILERS
							Temp. 118°	24 hrs.	24 hrs.			8.2 Tons	Port Fwd Star Fwd Port Aft Star Aft

FROM Ponta-Delgada TOWARDS New York via Sydney

WEATHER CONDITIONS	REMARKS
~~Chief~~ Engr 4 hr. O.T. 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	P.M. Date Tuesday July 20th Very poor steam Evap 4 Ash 38 bkts
4–8 p.m.	Evap 4 Ash 36 bkts
8–12 p.m. S.S. W. Wind Rough Sea	Evap 4 Ash 42 bkts
12–4 a.m. Dense Fog	A.M. Date ~~Wed. July 21st~~ Evap 4 Ash 41 bkts
4–8 a.m.	Evap 4 Ash 39 bkts
8 a.m.—NOON	Evap 4 Ash 40 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1710	7	—	—	35	6	316	3	24	14	157	—					
DAYS CONSUMPTION	42	6	—	—	—	14	6	10	—	10	50	—					
CARRIED FORWARD	1752	13	—	—	36	—	322	13	13	4	157	—					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		65.8	8.5	4.76		2½ lbs.	Main Condenser & Feed Heater	1 lb.
24	10	95500	205.4	115	44.7%	CHIEF ENGINEER R. C. DONALDSON		

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE ~~Main~~ Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	Kenato Meter	BAROMETER
Noon–4 p.m.		160	135	420	—	—	—	1¼	—	160	1¼	27	—	—
4–8 p.m.		165	140	427	—	—	—	1¼	—	165	1¼	28	—	—
8–12 p.m.		170	150	433	—	—	—	1¼	—	170	1¼	29	—	—
12–4 a.m.		160	135	419	—	—	—	1¼	—	160	1¼	27	—	—
4–8 a.m.		170	150	434	—	—	—	1¼	—	170	1¼	29	—	—
8 a.m.–Noon		170	150	430	—	—	—	1¼	—	170	1¼	29	—	—

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	~~Wet~~ Dry L. P. Thrust	Filter	Fwd to Boilers
Noon–4 p.m.	26	—	2½	—	106	88	93	78	58	94	—	118	102	200
4–8 p.m.	26	—	2½	—	108	89	94	80	58	94	—	116	102	200
8–12 p.m.	26	—	2½	—	104	84	90	80	58	94	—	116	102	200
12–4 a.m.	26	—	2½	—	106	88	98	80	58	94	—	114	102	200
4–8 a.m.	26	—	2½	—	106	88	96	80	58	94	—	114	102	200
8 a.m.–Noon	26	—	2½	—	106	88	96	80	58	94	—	114	102	200

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air Pump Casing	Air Ash Pits	Air Purifiers
Noon–4 p.m.	75510	15320	63.8	120		—	—	720	—	34	3	—	—
4–8 p.m.	91830	16320	68	120		—	—	720	—	34	3	—	—
8–12 p.m.	08720	10890	70.3	120		—	—	720	—	34	3	—	—
12–4 a.m.	24620	15900	66.2	120		—	—	720	—	34	3	—	—
4–8 a.m.	42070	17450	72.7	120		—	—	720	—	34	3	—	—
8 a.m.–Noon	48900	6830	69	120		—	—	720	—	34	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~MAIN~~ MACHINERY	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~DISTILLER~~ Ash	DENSITY OF BOILERS Port Fwd	
							P. Pilion Temp. 121°	21 hsr.		22 hrs.		200 Bkts. 6.9 Tons	Port Fwd	
													Star Fwd	
													Port Aft	
													Star Aft	

FROM Ponta-Delgada TOWARDS New York Sydney Arriving

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Chief Engr 4 hr. O.T. 2nd " 4 " " 3rd " 4 " " 4th " 4 " "	P.M. Date Wed. July 21st
4—8 p.m.	Evap 4 hrs Ash 40 Expecting to arrive Sydney Midnight
8—12 p.m.	Evap 4 hrs Ash 33 Received message to proceed Halifax. Distance then being 223 miles. With such a strong gale blowing at the time, and only having just sufficient bunkers we mutually decided that it was not safe to risk it after having got so far.
12—4 a.m. Mod S.W. Wind & Sea 4—8 a.m.	A.M. Date Evap 4 hrs Ash 34 Evap 4 hrs Ash 34 Evap 4 hrs Ash 34
8 a.m.—NOON	Arriving Sydney. Std by 9-20. Pilot 9-30 Anchored off Sydney 10-30. F. W. E. 10-45 Awaiting orders.

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1752	13	—	—	36	—	322	13	25	4	107	—
DAYS CONSUMPTION	38	6	—	—	—	14	6	10	—	10	46	—
CARRIED FORWARD	1790	19	—	—	36	14	329	3	25	14	61	—

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
21	29	68.2 88710	8.8 190.5	5.54 120	37.5%	2 lbs.	Main Condenser & Feed Heater	1 lb.

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 8 hrs. watch
Chief & 3rd 8-12 2nd & 4th 12 to 8

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenyon Meter	BAROMETER
Noon–4 p.m.		140			Various									
4–8 p.m.		—			Anchor Watch									
8–12 p.m.		—			"		"							
12–4 a.m.		—			"		"							
4–8 a.m.		—			"		"							
8 a.m.–Noon		—			Various Movements									

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng Room	TEMPERATURES Stoke hold	TEMPERATURES Sea	TEMPERATURES Dieth	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
Noon–4 p.m.		Var					Var								
4–8 p.m.		—					—								
8–12 p.m.		—					—								
12–4 a.m.		—					—								
4–8 a.m.		—					—								
8 a.m.–Noon							—								

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	REVOLUTIONS Main Circg Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min	DOUBLE STROKES Oil Pump per Min	AIR PRESSURE At Fan & Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Furnaces
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER

HOURS WORKING REFRIG MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Ponta-Delgada TOWARDS Sydney C.B.

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M Date July 22nd Thursday Moving from 1st Anchorage to Anchorage near coaling Wharf. Std by 5.15
4—8 p.m.	Fresh Water supplied Various movements till Anchored 6-40 P.M.
8—12 p.m.	All lights shut & Auxiliaries shut off to save fuel. But watches still kept.
12—4 a.m.	A.M. Date July 23rd Friday Evaporated Coils being sealed
4—8 a.m.	Coal used from arrival to MIDNIGHT 6 Ton Coal used 9 To nup to leaving Sydney
15 TONS USED in SYDNEY HARBOUR	
8 a.m.—NOON Moved from Wharf & Anchored 11-45	Moved with aid of Tug to Coal Wharf & received 62½ Ton Bunkers commenced bunkering 10-0 A.M. Finished 11-0 P.M.

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1790	19	—	—	36	14	329	3	25	14	108	10					
DAYS CONSUMPTION											—	—					
CARRIED FORWARD	1790	19	—	—	36	14	329	3	25	14	108	10					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
24	10	95500	205.4	115	44.7%	—	Main Condenser	—

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hr. watches
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE XXXX Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.		175	160	430	—	—	—	1¼	—	175	1¼	29	—	—
4–8 p.m.		175	160	433	—	—	—	1¼	—	175	1¼	29	—	—
8–12 p.m.		175	160	430	—	—	—	1¼	—	175	1¼	29	—	—
12–4 a.m.		150	135	410	—	—	—	10"	—	150	1¼	26	—	—
4–8 a.m.		175	160	440	—	—	—	1¼	—	175	1¼	29	—	—
8 a.m.–Noon		170	—	—	—	—	—		—	—	—	—	—	—

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	XXXXX Wet	Dry	Filter	Feed to Boilers
												L. P. Thrust			
Noon–4 p.m.	25	—	2½	—	110	98	98	86	65	98	—		116	107	202
4–8 p.m.	25	—	2½	—	110	98	102	86	65	98	—		116	108	202
8–12 p.m.	25	—	2½	—	110	98	104	84	65	98	—		116	108	202
12–4 a.m.	25	—	2½	—	102	86	102	84	56	94	—		113	108	200
4–8 a.m.	25	—	2¼	—	102	86	102	84	56	94	—		113	108	200
8 a.m.–Noon	25	—	2½	—	—	—	—	—	—	—	—		—		

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ'g Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	/Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Purifiers
			124 mins.										
Noon–4 p.m.	68110	9190	74.1	120		—	—	720	—	34	3	—	—
4–8 p.m.	86180	18070	75.2	120		—	—	720	—	34	3	—	—
8–12 p.m.	04240	18060	75.2	120		—	—	720	—	34	3	—	—
12–4 a.m.	19930	15690	65.3	120		—	—	720	—	34	3	—	—
4–8 a.m.	33080	14150	58.9	120		—	—	720	—	34	3	—	—
8 a.m.–Noon	36080	3000	50	120		—	—	—	—	34	—	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER

HOURS WORKING XXXXX Refrigerating Machinery	EVAPORATOR Port	Stard	ELECTRIC LIGHT Port	Starbd	XXXXX DISTILLER
L. P. Pinion Temp. 121°	16 hrs.		24 hrs.		Ash 115 Bkts. 4 Tons

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Sydney, C. B. TOWARDS Halifax

WEATHER CONDITIONS	REMARKS
	July 23rd, Friday
NOON—4 p.m.	P.M. Date
	Left Sydney. Std. by 12:53. Half 1:4. Full 1:6. Stop 1:51. Full Away 1:56 P.M. Evap. 2 hrs.
4—8 p.m. 1st 4 hrs. O. T. 2nd 4 hrs. O. T. 3rd 4 hrs. O. T.	Firemen keeping good steam. Evap. 4 hrs. Ash 37 bkts.
8—12 p.m. 4th 4 hrs. O. T. Moderate W. S. W. Wind.	Firemen keeping good steam Evap. 4 hrs. Ash 38 bkts.
	July 24th, Saturday
12—4 a.m. Dense Fog	A.M. Date Whistle blowing constantly. Evap. 4 hrs. Ash 40 bkts.
4—8 a.m. Dense Fog	At 6:30 A.M. Engine Room Time. Ship struck some rocks or submerged object forward and Engines were instantly put Astern. Full Astern 6:30. Stop 6:37. Full Ast. 6:42. Stop 6:44. Half Ahd. 6:45. Stop 7:7. Slow 7:10 Stop 8:51. Slow 9:10. Stop 9:30. Anchored. All Ford. Tanks except not being pumped and after Peaks filled up.
Dense Fog 8 a.m.—NOON	

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1790	19	—	—	36	14	329	3	25	14	108	10
DAYS CONSUMPTION	32	6	—	—	—	14	6	10	—	10	40	—
CARRIED FORWARD	1823	5			37	8	335	13	26	4	68	10

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	CO. Z4	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		62.5	8.1	696		2 lb.	Main Condenser and Feed Heater	1 lb.
20	50	78160	168.7	145	14.8%			

CHIEF ENGINEER R. G. Donaldson

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hrs. watch
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After ~~Stop~~ XXXX Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenyon Meter	BAROMETER
Noon–4 p m	—	~~170~~	~~150~~	~~438~~	—	—	—	~~1~~	—	~~170~~	~~1¼~~	~~29~~	—	—
4–8 p.m.	—	~~170~~	~~150~~	~~438~~	—	—	—	~~1~~	—	~~170~~	~~1¼~~	~~29~~	—	—
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Ditch	L P Exhaust Steam	Air Pumps ~~Wet~~ ~~Dry~~ L. P. Thrust	Filter	Feed to Boilers
Noon–4 p.m.	26	—	2½	—	110	98	102	81	58	92	—	115°	102	196
4–8 p.m.	26	—	2½	—	110	98	100	80	58	92	—	110°	100	190
8–12 p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
12–4 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4–8 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8 a.m.–Noon	—	—	—	—	—	—	—	—	—	—	—	—	—	—

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Pits	At Furnaces
~~36080~~				95 min.									
Noon–4 p.m.	43400	7320	77.1	120		—	—	Various	32		2½	—	—
4–8 p.m.	~~50530~~	~~7130~~	~~79.3~~	90 min. 120		—	—	Various	34		2½	—	—
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING ~~MAIN~~ ~~ENGINES~~	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~AUXILIARY~~	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
							L. P. Pinion Temp. 109°		—		24 hrs.					

FROM Sydney, C. B. TOWARDS Halifax

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. After peaks full and No. 2 Tanks and No. 3 as empty as possible.	P.M. Date Saturday, July 24th Heaved anchor. Std. by 2:15. Slow Ah. 2:21. Full Ah. 2:25. Engine working well though very noisy when propeller lifted out of water. Stand by 5:45 F.W.E. and anchored 6:0 P.M.
4—8 p.m. Main Ballast Pump Suction and delivery Valves out of order.	~~Engineers keeping Anchor Watch and everything handy in case ship dragged~~ or No. 1 Bulkhead burst.
8—12 p.m. pumping out Ballast Tanks.	
12—4 a.m. Fresh S. W. Wind Mod. Sea Dense Fog	A.M. Date Sunday, July 25th ~~Standing by~~
4—8 a.m.	Engineers Standing by
8 a.m.—NOON Opened up Ahd. control Valve and found spindle broken completely in 2 pieces.	Turbines all ready for away. Slow ahd. rung on telegraph, opened up Valve and could not get steam to turbines. Assumed V. Spindle to be broken.

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1823	5	—	—	37	8	335	13	26	4	68	10
DAYS CONSUMPTION	6	6	—	—	—	14	2	10	—	10	10	
CARRIED FORWARD	829	11	—	—	38	2	338	3	26	14	58	10

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		78.1	10.1	1.9		4 lb.	Main Condenser and Heater	1 lb.
3	5	4450	31.1	6				

CHIEF ENGINEER R. G. Donaldson

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Chief & 3rd 6-12 2nd & 4th 12 to 6
Engineers on 6 hr. watches

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Strainer	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Kenoto Meter	BAROMETER
Noon—4 p.m.		—	—	—	—	—	—	—	—	—	—	—	—	—
4—8 p.m.		—	—	—	—	—	—	—	—	—	—	—	—	—
8—12 p.m.		175	160	440	—	—	—	½ lb.	—	175	1¼	29	—	—
12—4 a.m.		175	160	443	—	—	—	½ lb.	—	175	1¼	29	—	—
4—8 a.m.		175	160	442	—	—	—	½ lb.	—	175	1¼	29	—	—
8 a.m.—Noon		175	160	440	—	—	—	½ lb.	—	175	1¼	29	—29	—51

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng. Room	Stoke hold	Sea	Dish	L.P. Exhaust Steam	XXXXX L.P.	XXXXX Thrust	Filter	Fwd to Boilers
Noon—4 p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4—8 p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8—12 p.m.	20	—	2½	—	108	96	104	80	54	91	—		116°	104	200
12—4 a.m.	26	—	2½	—	108	96	98	79	54	92	—		116°	105	198
4—8 a.m.	26	—	2½	—	108	96	100	78	54	92	—		116°	107	200
8 a.m.—Noon	26	—	2½	—	108	96	102	84	54	92	—		116°	109	200

	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fore Ceiling	At Ash Pits	At Funnel
Noon—4 p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—
4—8 p.m.	65270	14740	70.2	210 mins. 120		—	—	Var.	—	35	3	—	—
8—12 p.m.	82810	17540	73.1	120		—	—	Var.	—	33	3	—	—
12—4 a.m.	99220	16410	68.4	120			—	Var.	—	34	3	—	—
4—8 a.m.				180 mins.									
8 a.m.—Noon	11910	12690	70.5	120		—	—	Var.	—	34	3	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER

HOURS WORKING XXXX Machinery	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	Overboard Ash
Temp. 112°	13 hrs.		24 hrs.		70 Bkts.

DENSITY OF BOILERS	
Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Sydney, C. B. TOWARDS Halifax

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sunday, July 25th Rejointing Hnd. Steam Control Valve cover, Valve and bottom half of Spindle left out. Impossible to work Turbine Astern.
4—8 p.m. Evap. 3 hrs.	
8—12 p.m. Evap. 3 hrs.	Std. by 8:0 P.M. Full 8:32. Std. by 10:34. Full 11:2 being escorted by "Lady Laurier." Making little more than 3½ Knots.
12—4 a.m.	A.M. Date Monday, July 26th Vessel pitching. Propeller coming out of water. Evap. 4 hrs. Ash 34 bkts.
4—8 a.m. Moderate Westerly Wind Heavy. Head Swell.	Vessel Pitching Evap. 4 hrs. Ash 36 bkts.
8 a.m.—NOON	Come to an Anchorage in Beaver Island. Std. by 10:54. Half 10:55. Full 10:56. Half 11:56. Stop 11:6. Visited by Captain of "Lady Laurier."

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS					
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER	
BROUGHT FORWARD	1829	11	—	—	38	2	338	3	26	14	58	10						
DAYS CONSUMPTION	24	6	—	—	—	14	4	10	—	10	30							
CARRIED FORWARD	1853	17	—	—	38	16	342	13	27	4	28	10						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Ship Per cent	Pressure	Where led to	Feed Heater Press
		70.5	9.1	4.27		4 lb.	Main Condenser and Heater	1 lb.
14	30	61330	131.9	6.2	53.8%			

CHIEF ENGINEER R. C. Donaldson

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hr. watches
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS in CHARGE	BOILER STEAM PRESSURE			STEAM PRESSURES						VACUUM		BAROMETER
		~~Steam~~ Boilers	Before Man'uvre Valve	Temp°	H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	Guage	Kenyon Meter	
Noon–4 p m														
4–8 p.m.		170	150	436	—	—	—	½ lb.	—	170	1¼	29	—	—
8–12 p.m.		170	150	432	—	—	—	½ lb.	—	170	1¼	29	—	—
12–4 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4–8 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8 a.m.–Noon	—	—	—	—	—	—	—	—	—	—	—	—	—	29"–58

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Dissh	~~Exhaust~~ Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
											L. P. Thrust				
Noon–4 p.m.															
4–8 p.m.	26	—	2½	—	108	96	106	84	54	91	—		116	107	200
8–12 p.m.	25	—	2½	—	108	96	110	88	54	90	—		116	107	206
12–4 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4–8 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8 a.m.–Noon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

11910	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circg Pump	Oil Cooler Pump	FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Furnace
Noon–4 p.m.	14370	2460	68.4	36 m.	120	—	—	Var.	—	35	3"	—	—
4–8 p.m.	30850	16480	68.7	240 m.	120	—	—	Var.	—	35	3"	—	—
8–12 p.m.	47720	16870	70.3	240 m.	120	—	—	Var.	—	35	3"	—	—
12–4 a.m.	48340	620	69	9 m.	120	—	—	Var.	—	—	—	—	—
4–8 a.m.	—	—	—	—	—	—	—	—	—	—	—	—	—
8 a.m.–Noon	—	—	—	—	—	—	—	—	—	—	—	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING						DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				~~Main~~ Machinery	EVAPORATOR		ELECTRIC LIGHT		~~Donkey~~ Ash	
HP	IP	LP	HP	IP	LP		L. P. Pinion Temp.	Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
										24 hrs.			Port Aft
													Star Aft

FROM Sydney C.B. TOWARDS Halifax

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Monday July 26th Lady Laurier making fast Engines handy all the time. Slow Ahd 3-17.
4—8 p.m. Moderate wind and Sea.	Full Ahd 3-24.
8—12 p.m.	
12—4 a.m. Ford 19'-6" ~~Draft. AFT. 19'-6"~~	A.M. Date ~~Tuesday July 27th~~ Arriving Halifax Stand by 12-5. Half 12-16. Stop 12-21. Half 21-45. Stop 1-55.
~~4—8 a.m.~~	~~F.W.E. 2-20 Anchored.~~
8 a.m.—NOON	Being examined by Diver forard 50 tons Fresh Water received.

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD	1853	17	—	—	38	16	342	13	27	4	28	10					
DAYS CONSUMPTION	13	16	—	—	—	14	4	—	—	10	19						
CARRIED FORWARD	1867	13	—	—	39	10	346	13	27	14	9	10					

STEAMING TIME		Average Revs Per Min.	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		69.3	9	6.85		3½ lbs.	Main Condenser	1 lb.
8	45	36430	78.7	60			Feed Heater	

CHIEF ENGINEER ~~R. C. DONALDSON~~

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS in CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		
		PRESSURE							EJECTORS				
		After Strainer	Before Man'uvre Valve	Temp°	H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	Forward	Aft	Gland Steam Press	Guage	Kenyon Meter	BAROMETER
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p.m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon															

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ'g Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At For Casing	At Ash Pits	At Furnace
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		Port Fwd
													Star Fwd
													Port Aft
													Star Aft

FROM At Halifax TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date July 27th
150 Tons received 100 Grabs tallied	~~Commenced Bunkering 3-30~~ ~~Finished Bunkering 9-0 P.M.~~
4–8 p.m.	~~Heard Ship would probably be here~~ ~~10 days so blew off steam of Star &~~ ~~Centre Boilers to commence sealing~~
8–12 p.m.	Received orders from Mr. Rave to cancel ~~Boilers, through Check Valves passing back so~~ ~~much, it would be impossible for to get inside~~
July 28th	
12–4 a.m.	A.M. Date
	made fast at Harrison Wharf 2-0 P.M.
4–8 a.m.	Steam on deck Fore & Aft discharging cargo. Working all night
	~~3rd Engr on duty all night~~ ~~Dyckman on duty all night~~
8 a.m.—NOON	
Coal used 27th from ~~2-30 to midnight~~ 3½ tons " " 28th " ~~12-0 to~~ " 5 "	

COAL CONSUMPTION 8½ "

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD												
DAYS CONSUMPTION												
CARRIED FORWARD												

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES						VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS	Gland Steam Press	Guage	Kenelo Meter	
		After Strainer	Before Man'uvre Valve	Temp^{e}					Forward Aft				
Noon–4 p.m.						Thursday July 29th							
4–8 p.m.													
8–12 p.m.		Steam on deck working cargo											
12–4 a.m.		Commenced taking Bunkers 1-0 P.M.											
4–8 a.m.		Fresh Water taken for E. R. purposes											
8 a.m.–Noon		Bunkers finished for the day 11-0 P.M. 183½ Tons											

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Fed to Boilers
Noon–4 p.m.	Auxiliary Condenser Pump Piston Valve														
4–8 p.m.	sent ashore for renewal														
8–12 p.m.	And Control Valve spindle sent ashore														
12–4 a.m.	for renewal														
4–8 a.m.	Evaporator being scaled														
8 a.m.–Noon	Boiler tubes & back ends being cleaned														

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ. Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Air Pipe	At Furnaces
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.	Men in E. R. cleaning												
4–8 p.m.	Engineers pumping out forward Ballast												
8–12 p.m.	All the time the ship is rising forard												
12–4 a.m.	3rd Engr. on all night												
4–8 a.m.	Dykman all night												
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS
Finger Piece Reading			Finger Piece Index				REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd	

Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM At Halifax TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Friday July 30th
4–8 p.m.	Steam on deck for cargo all day taking Bunkers up to 6-0 P.M. 274 tons taken on board
8–12 p.m.	Engine Room being cleaned Various glands on pumps packed Steam all let off Port Boiler
12–4 a.m.	A.M. Date to make joint on main Feed pipe line
4–8 a.m.	3rd Engr making joint
Coal used Thursday 8 a.m.–NOON. Friday	5½ 3½ 9 Tons

COAL CONSUMPTION

	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD												
DAYS CONSUMPTION												
CARRIED FORWARD												

OILS

TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS		Gland Steam Press	Gauge	Kenyon Meter	
		After Strainer	Before Man'vre Valve	Temp[r]					Forward	Aft				
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

Saturday July 31st

Started Centre Boiler fires set away

Boilers commenced circulating during afternoon. Finished circulating & 10 lbs

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES									
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Dischr	L.P. Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers	
Noon–4 p.m.																
4–8 p.m.																
8–12 p.m.																
12–4 a.m.																
4–8 a.m.																
8 a.m.–Noon																

Steam on each Boiler 8-0 P.M.

Steam on deck all day for No 2 Hold

Ahd Steam Central Valve being rejointed new stud fitted in cover in place of broken one (drilled out)

Aux Condenser Piston Valve returned from

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circ Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Purifiers
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p.m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

Repair shop Engr rejointing same & trying pump

Dynamo running till 10.30 P.M.

2nd Engr on duty from 6-0 P.M.

3rd & 4th 4 hr O.T. during afternoon

Coal used 6 ton 10 cwt.

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER
Finger Piece Reading			Finger Piece Index			
HP	IP	LP	HP	IP	LP	

HOURS WORKING						DENSITY OF BOILERS
REFRIG MACHINERY	EVAPORATOR		ELECTRIC LIGHT		DISTILLER	
	Port	Starbd	Port	Starbd		Port Fwd
						Star Fwd
						Port Aft
						Star Aft

FROM At Hlaifax TOWARDS

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Sunday Aug. 1st
	No Steam required during day. fires
4—8 p.m.	banked. Dynamo started 7-0 P.M.
Coal used 1-10 T. cwt.	Watches started 12-0 P.M.
	Steam ordered for 6-0 A.M.
8—12 p.m.	Monday Aug. 2nd
12—4 a.m.	A.M. Date
	Turbines all ready & turn taken
424 tons Received	Engineers standing by till. Stand by
4—8 a.m.	3 low Astern. Steaming about
	Harbour. Adjusting compasses
15 tons coal used	various movements till Anchored
8 a.m.—NOON	Lying at anchor all night. Steam
Halifax	ordered for 6-0 A.M.
40½ tons coal used	

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
DAYS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	ENGINEERS IN CHARGE	BOILER STEAM			STEAM PRESSURES							VACUUM		BAROMETER
		PRESSURE			H P Ahead Inlet	H P Second Expansion	H P Exhaust	L P Inlet	EJECTORS		Gland Steam Press	Guage	Kenyon Meter	
		After Regulator	Before Man'uvre Valve	Temp°					Forward	Aft				
Noon–4 p m														
4–8 p.m.														
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon		170	150	430	—	—	—	10"	—	170	114	29	—	

	OIL PRESSURES				OIL TEMPERATURES		TEMPERATURES								
	Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	Cooler Inlet	Cooler Outlet	Eng Room	Stoke hold	Sea	Dieck	L P Exhaust Steam	Air Pumps Wet	Air Pumps Dry	Filter	Feed to Boilers
Noon–4 p m.															
4–8 p.m.															
8–12 p.m.															
12–4 a.m.															
4–8 a.m.															
8 a.m.–Noon	26	—	3	—	99	87	102	80	74	90	—	98°		104	196

	REVOLUTIONS					DOUBLE STROKES					AIR PRESSURE		
	MAIN SHAFT			Main Circg Pump	Oil Cooler Pump	FEED PUMP			Air Pump per Min	Oil Pump per Min	At Fan Casing	At Ash Pits	At Funnels
	Counter	Per Watch	Per Min			Counter	Per Watch	Per Hour					
Noon–4 p m.													
4–8 p.m.													
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon	61790	3160	39.6	120		—	—	Var.	—	85	—	—	—

CLEARANCES VERIFIED DAILY						SHAFT HORSE POWER	HOURS WORKING					DENSITY OF BOILERS	
Finger Piece Reading			Finger Piece Index					EVAPORATOR		ELECTRIC LIGHT			
HP	IP	LP	HP	IP	LP			Port	Starbd	Port	Starbd		
							Temp. 1040			120 min		Port Fwd	
												Star Fwd	
												Port Aft	
												Star Aft	

FROM Halifax TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Mon. Aug. 2nd Steaming about and working to orders from Bridge
4—8 p.m.	whilst adjusting compasses in Harbour Anchored till morning
8—12 p.m.	Steam ordered for 6-0 A.M.
12—4 a.m.	A.M. Date Tuesday Aug. 3 393 Tons in Bunkers Leaving Halifax
4—8 a.m.	~~July 27/8 8½ 424 Received~~ 29/30 9 9½ on arrival 31 6½ 1 1½ 433½ ~~2 15 40½~~
8 a.m.—NOON	40½ 393
Foggy	

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD	1867	13	—	—	39	16	346	13	27	14	393	
DAYS CONSUMPTION											5	
CARRIED FORWARD											388	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD					
DAYS CONSUMPTION					
CARRIED FORWARD					

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		39.6	5.1	6.76		3 lbs.	Main & Aux. Condr. & Heater	1 lb.
1	20	3160	6.8	9				

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hr. watches
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE Boilers	Before Man'uvre Valve	Temp°	STEAM PRESSURES H P Ahead Inlet	H P Second Expension	H P Exhaust	L P Inlet	EJECTORS Forward	Aft	Gland Steam Press	VACUUM Guage	Kehoto Meter	BAROMETER
Noon–4 p m		170	150	4	—	—	—	10"	170	170	1¼	29	—	—
4–8 p m		170	150	4	—	—	—	10"	170	170	1¼	29	—	—
8–12 p m		170	150	4	—	—	—	10"	170	170	1¼	29	—	—
12–4 a m		170	150	4	—	—	—	10"	X	170	1¼	27	—	—
4–8 a m		170	150	4	—	—	—	10"	—	170	1¼	27	—	—
8 a m.–Noon		170	150	4	—	—	—	10"	—	170	1¼	27	—30"	01

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	LP Exhaust Steam	Air Pump Wet	Air Pump Dry	Filter	Feed to Boilers
												L. P. Thrust			
Noon–4 p m	26	—	2½	—	90	80	103	80	54	88	—		100	112	200
4–8 p.m.	26	—	2½	—	90	80	98	80	54	88	—		100	104	204
8–12 p.m.	26	—	2½	—	90	80	96	80	54	88	—		100	110	200
12–4 a.m.	26	—	2½	—	90	80	98	80	54	88	—		98	108	220
4–8 a.m.	26	—	2½	—	90	80	100	80	54	88	—		96	108	200
8 a.m.–Noon	26	—	2½	—	90	80	100	80	59	92	—		96	108	206

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fire Casing	At Ash Pits	At Furnaces
Noon–4 p m	71770	9980	41.6	120		—	—	Var.	—	34	2½	—	—
4–8 p.m.	82350	10580	44.1	120		—	—	Var.	—	34	2½	—	—
8–12 p m	92790	10440	43.5	120		—	—	Var.	—	34	2½	—	—
12–4 a m.	03030	10240	42.7	120		—	—	Var.	—	34	2½	—	—
4–8 a.m.	13420	10390	43.3	120		—	—	Var.	—	34	2½	—	—
8 a.m.–Noon	25530	12110	50.4	120		—	—	Var.	—	34	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP

SHAFT HORSE POWER

L. P. Pinion

HOURS WORKING MACHINERY

EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd

DISTILLER

Temp. 108°

24 hrs. 24 hrs.

Ash 232 Bkts.

8.1 Tons

79 lb. per bucket.

DENSITY OF BOILERS

Port Fwd	
Star Fwd	
Port Aft	
Star Aft	

FROM Halifax TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m. Evap 4 hrs Ash 39	P.M. Date Aug 3rd Tuesday Telegraph at Slow Ahd Tug "Baldridge" tawing Radojet exhausting into Aux. Condenser
4–8 p.m.	Weir pumping direct to Boiler from Condenser Evap 4 hr Ash 39 bkts
8–12 p.m.	~~Coal very dirty~~ Evap 4 hr Ash 37 bkts
12–4 a.m. Moderate Wind & Sea	A.M. Date ~~Aug. 4th Wed.~~ Trouble with Feed Pump Evap 4 hr Ash 37 bkts
4–8 a.m.	~~Coal very dirty~~ ~~Evap 4 hr Ash 40 bkts~~
8 a.m.—NOON	Half Ahd 9.45 A.M. Evap 4 hr Ash 40 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD											388						
DAYS CONSUMPTION											— 10	42					
CARRIED FORWARD											346						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		44.2	5.7	6.83		3½ lbs.	Main & Aux. Condr. ~~& Feed Heater~~	1 lb.
24	—	63740	136.8	164	—	CHIEF ENGINEER R. G. DONALDSON		

VOYAGE NO 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hrs. watch
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS IN CHARGE	BOILER STEAM PRESSURE After Stop Valve	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Kenoto Meter	BAROMETER
Noon–4 p.m.		~~XXX Boilers~~												
4–8 p.m.		~~170~~	~~150~~	~~427~~	—	—	—	6″	—	~~170~~	~~1¼~~	~~27~~	—	—
8–12 p.m.		~~170~~	~~150~~	~~430~~	—	—	—	6″	—	~~170~~	~~1¼~~	~~27~~	—	—
12–4 a.m.		~~170~~	~~150~~	~~430~~	—	—	—	6″	—	~~170~~	~~1¼~~	~~27~~	—	—
4–8 a.m.		~~170~~	~~150~~	~~428~~	—	—	—	6″	—	~~170~~	~~1¼~~	~~27~~	—	—
8 a.m.–Noon		~~170~~	~~150~~	~~428~~	—	—	—	6″	—	~~170~~	~~1¼~~	~~27~~	—	—
Noon–4 p.m.		170	150	430	—	—	—	6″	—	170	1¼	27	30″.00	

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Main	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng. Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps XXXXXX L. P. Thrust	Filter	Feed to Boilers
Noon–4 p.m.	27	—	2½	—	90	80	98	78	58	92	—	100	105	202
4–8 p.m.	25	—	2½	—	90	80	102	80	58	92	—	100	104	206
8–12 p.m.	25	—	2½	—	90	80	100	80	58	92	—	100	105	204
12–4 a.m.	26	—	2½	—	94	83	100	80	64	99	—	106	105	200
4–8 a.m.	25	—	2½	—	96	84	102	80	64	98	—	104	105	200
8 a.m.–Noon	25	—	2½	—	96	84	96	80	64	98	—	106	106	202

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circ Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE At Fan Casing	At Ash Ejs	At Furnaces
Noon–4 p.m.	37820	12290	51.2	120		—	—	Var.	—	34	2½	—	—
4–8 p.m.	50180	12360	51.5	120		—	—	Var.	—	34	2½	—	—
8–12 p.m.	62750	12570	52.3	120		—	—	Var.	—	34	2½	—	—
12–4 a.m.	75200	12450	51.8	120		—	—	Var.	—	34	2½	—	—
4–8 a.m.	87650	12450	51.8	120		—	—	Var.	—	34	2½	—	—
8 a.m.–Noon	99960	12310	51.3	120		—	—	Var.	—	34	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER	HOURS WORKING XXXXXX Machinery	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	XXXXXX Ash	DENSITY OF BOILERS Port Fwd	Star Fwd	Port Aft	Star Aft
							L. P. Pinion Temp. 108°	24 hrs.		24 hrs.		254 Bkts. 8.9 Tons				

FROM Halifax TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Aug. 4th Wed.
	~~Being towed by Tug "Baldridge"~~
	Evap 4 hr Ash 43 bkts
4–8 p.m.	Very dirty coal
	Evap 4 hr Ash 42 bkts
8–12 p.m.	
	Evap 4 Ash 43 bkts
12–4 a.m.	A.M. Date ~~Aug. 5th Thurs.~~
Calm Smooth Sea	Evap 4 Ash 40 bkts
4–8 a.m.	Very dirty coal
	Evap 4 Ash 45 bkts
8 a.m.—NOON	
	Evap 4 Ash 41 bkts

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL	
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts
BROUGHT FORWARD											346	
DAYS CONSUMPTION											42	
CARRIED FORWARD											304	

OILS	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Press
		51.6	6.7	7.18		3½ lbs.	Main & Aux. Condr. & Feed Heater	1 lb.
24	14	74430	160.8	174				

CHIEF ENGINEER R. G. DONALDSON

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

Engineers on 6 hr. watches
Chief & 3rd 6-12 2nd & 4th 12 to 6

WATCH	ENGINEERS CHARGE	BOILER STEAM PRESSURE After Stopper Boilers	BOILER STEAM PRESSURE Before Man'uvre Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Guage	VACUUM Remote Meter	BAROMETER
Noon–4 p.m.		170	150	436	—	—	—	1"	—	170	1¼	27	—	—
4–8 p.m.		170	150	438	—	—	—	1"	—	170	1¼	27	—	—
8–12 p.m.		170	150	440	—	—	—	1"	—	170	1¼	27	—	—
12–4 a.m.		170	150	440	—	—	—	1"	—	170	1¼	27	—	—
4–8 a.m.		170	150	—	—	—	—	1"	—	170	1¼	27	—	—
8 a.m.–Noon		170	150	—	—	—	—	1"	—	170	1¼	27	—	29.92

	OIL PRESSURES Pump Discharge	Cooler Outlet	Bearings Mean	Main Thrust	OIL TEMPERATURES Cooler Inlet	Cooler Outlet	TEMPERATURES Eng Room	Stoke hold	Sea	Disch	L.P. Exhaust Steam	Air Pumps ~~Wet~~ ~~Dry~~ L. P. Thrust	Filter	Feed to Boilers
Noon–4 p.m.	26	—	2½	—	96	84	98	82	64	98	—	108	107	200
4–8 p.m.	26	—	2½	—	98	84	104	84	64	—	—	108	100	198
8–12 p.m.	25	—	2½	—	100	87	106	84	67	100	—	109	101	204
12–4 a.m.	27	—	2½	—	100	87	106	84	67	101	—	109	101	205
4–8 a.m.	26	—	2½	—	100	87	108	84	67	100	—	110	107	204
8 a.m.–Noon	26	—	2½	—	100	87	106	84	67	100	—	110	104	204

	REVOLUTIONS MAIN SHAFT Counter	Per Watch	Per Min	Main Circg Pump	Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	Per Watch	Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE Air Reg Closing	Air Reg Pilot	Air Purifier
Noon–4 p.m.	13080	13120	54.7	120		—	—	Var.	—	34	2½	—	—
4–8 p.m.	25840	12760	55.2	120		—	—	Var.	—	34	2½	—	—
8–12 p.m.	38800	12960	54	120		—	—	Var.	—	34	2½	—	—
12–4 a.m.	51540	12740	53.1	120		—	—	Var.	—	34	2½	—	—
4–8 a.m.	63940	12400	51.7	120		—	—	Var.	—	34	2½	—	—
8 a.m.–Noon	77090	13150	54.8	120		—	—	Var.	—	34	2½	—	—

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER
						L. P. Pinion Temp. 110°

HOURS WORKING ~~MACHINERY~~	EVAPORATOR Port	Starbd	ELECTRIC LIGHT Port	Starbd	~~DISTILLER~~ Ash
	24 hrs.		24 hrs.		273 Bkts. 9.6 Tons

DENSITY OF BOILERS
Port Fwd
Star Fwd
Port Aft
Star Aft

FROM Halifax TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Aug. 5th Thursday In tow of Tug "Baldridge" Half & Full Speed. Vap 4 hrs Ash 46
4–8 p.m.	Feed pump constantly stopping Dirty Coal Evap 4 hr Ash 43
8–12 p.m.	Feed pump constantly stopping Evap 4 hr Ash 44
0–4 a.m.	A.M. Date Aug. 6th Friday Dirty Coal Evap 4 Ash 47
4–8 a.m. Light Airs Smooth Sea	Cleaning only 3 fires per watch Evap 4 hr Ash 47
8 a.m.—NOON	 Evap 4 hr Ash 46

COAL CONSUMPTION	MAIN ENGINES		REFRIG. MACHINERY		ELECTRIC LIGHTING ETC.		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD																	
24 HRS CONSUMPTION																	
CARRIED FORWARD																	

STEAMING TIME		Average Revs Per Min.	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Log	Slip Per cent	Pressure	Where led to	Feed Heater Press
		53.1	6.9	.708		4 lbs.	Main Condenser & Aux. Condr. & Heater	1 lb.
24	12	77130	166.9	171	—	CHIEF ENGINEER P. C. DONALDSON		

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino"

WATCH	Engineers in Charge	BOILER STEAM PRESSURE: Water Drum Boilers	BOILER STEAM PRESSURE: Before Man'uvre Valve	BOILER STEAM: Temp°	STEAM PRESSURES: H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS: Forward	EJECTORS: Aft	Gland Steam Press	VACUUM: Gauge	VACUUM: Kenotometer	BAROMETER
Noon–4 p.m.		170	150	439	—	—	—	4"	—	170	1¼	27	—	
4–8 p.m.		170	150	440	—	—	—	4"	—	170	1¼	27	29.80	
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	OIL PRESSURES: Pump Discharge	OIL PRESSURES: Cooler Outlet	OIL PRESSURES: Bearings Mean	OIL PRESSURES: Main Thrust	OIL TEMPERATURES: Cooler Inlet	OIL TEMPERATURES: Cooler Outlet	TEMPERATURES: Eng. Room	Stoke hold	Sea	Disch.	L.P. Exhaust Steam	Air Pumps: ~~H.P.~~ ~~I.P.~~ L.P.	Filter	Feed to Boilers
												L. P. Thrust		
Noon–4 p.m.	26	—	2½	—	100	88	102	84	67	100	—	108	107	203
4–8 p.m.	26	—	2½	—	100	88	104	84	67	100	—	—	106	200
8–12 p.m.														
12–4 a.m.														
4–8 a.m.														
8 a.m.–Noon														

	REVOLUTIONS: MAIN SHAFT Counter	MAIN SHAFT Per Watch	MAIN SHAFT Per Min	Main Circ. Pump	Oil Cooler Pump	DOUBLE STROKES: FEED PUMP Counter	FEED PUMP Per Watch	FEED PUMP Per Hour	Air Pump per Min	Oil Pump per Min	AIR PRESSURE: Air Pipe Casing	Air Ash Pits	Air Furnaces
Noon–4 p.m.	90720	13630	56.8	120		—	—	Var.	—	34	2½	—	—
4–8 p.m.	00670	9950	55.3	180 m.		—	—	—	—	—	2½	—	—
8–12 p.m.													
12–4 a.m.													
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY: Finger Piece Reading H.P.	I.P.	L.P.	Finger Piece Index H.P.	I.P.	L.P.	SHAFT HORSE POWER	HOURS WORKING: ~~M.N.~~ MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	~~Donkey~~ Boiler	DENSITY OF BOILERS
						L. P. Pinion						Ash	Port Fwd
							Temp.					47 Bkts.	Star Fwd
													Port Aft
							112°	7 hrs.		7 hrs.		1.7 Tons	Star Aft

FROM Halifax TOWARDS New York

WEATHER CONDITIONS	REMARKS
NOON—4 p.m.	P.M. Date Tug "Baldridge" towing. Half & ~~Full Speed.~~ ~~Vap 4.~~ ~~Ash 47.~~
~~Voyage~~ finished Coal used from	Stand by Evap. 3 hr. Ash
~~Halifax~~ to New York	~~Anchor Watches kept.~~
0–4 a.m.	A.M. Date Aug. 7th Sat. Anchor Watches kept.
4–8 a.m.	Std by 4-30 Slow 5-0 Full 5.4 Std by 6.55 Half 7.5 Slow 7-9 Various movements till Anchored 8.17 A.M.
8 a.m.—NOON	Port & Centre Boiler banked Orders for steam Monday

COAL CONSUMPTION	MAIN ENGINES		REFRIG MACHINERY		ELECTRIC LIGHTING ETC		WINCHES AND AUXILIARIES		COOKING AND HEATING		TOTAL		OILS				
	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	Tons	Cwts	TURBINE OIL	ENGINE OIL	PARAFFIN	COLZA	CYLINDER
BROUGHT FORWARD											262						
DAYS CONSUMPTION											12						
CARRIED FORWARD											250						

STEAMING TIME		Average Revs Per Min	DISTANCE RUN			AUXILIARY EXHAUST STEAM		
Hours	Mins		By Engines	By Ship	Slip Per cent	Pressure	Where led to	Feed Heater Temp.
		~~56.1~~	~~7.2~~	~~8.14~~		3 lbs.	Main Aux. Condr.	1 18.
							Feed Heater	
7	—	23580	504	57				

R. G. DONALDSON
CHIEF ENGINEER

VOYAGE NO. 4

ENGINEER'S LOG S.S. "Willdomino" at New York

WATCH	ENGINEERS in Charge	BOILER STEAM PRESSURE After Stop Valve	BOILER STEAM PRESSURE Before Manœuvring Valve	BOILER STEAM Temp°	STEAM PRESSURES H.P. Ahead Inlet	H.P. Second Expansion	H.P. Exhaust	L.P. Inlet	EJECTORS Forward	EJECTORS Aft	Gland Steam Press	VACUUM Gauge	VACUUM Remote Meter	BAROMETER
Noon–4 p.m.														
4–8 p.m.														
8–12 p.m.						Saturday Aug. 7th								
12–4 a.m.		Steam raised 7-0 P.M. & Ship moved to safe												
4–8 a.m.		anchorage												
8 a.m.–Noon		3rd Engr. on duty.												

	OIL PRESSURES Pump Discharge	OIL PRESSURES Cooler Outlet	OIL PRESSURES Bearings Mean	OIL PRESSURES Main Thrust	OIL TEMPERATURES Cooler Inlet	OIL TEMPERATURES Cooler Outlet	TEMPERATURES Eng. Room	TEMPERATURES Hotwell	TEMPERATURES Sea	TEMPERATURES Glands	TEMPERATURES L.P. Exhaust Steam	TEMPERATURES Air Pumps Wet	TEMPERATURES Air Pumps Dry	TEMPERATURES Filter	TEMPERATURES Feed to Boilers
Noon–4 p.m.						Sunday Aug. 8th									
4–8 p.m.															
8–12 p.m.		Fires banked all day													
12–4 a.m.		Dynamo running from 6-30 P.M. to 10-30 P.M.													
4–8 a.m.		4th Engr. on duty.													
8 a.m.–Noon															

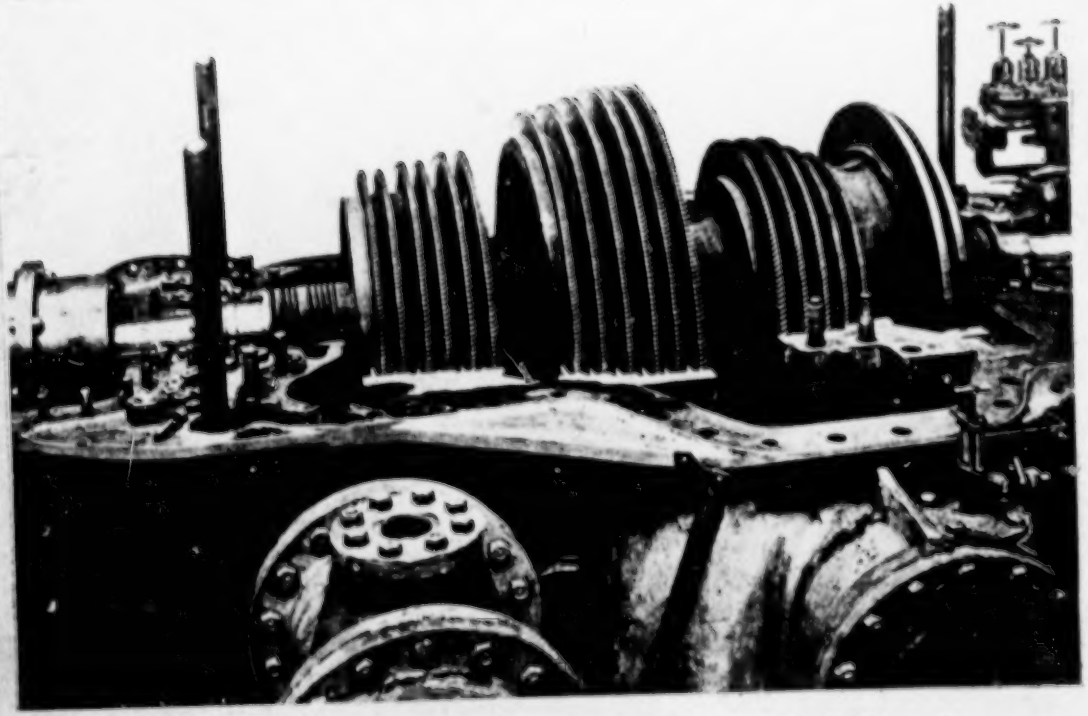
	REVOLUTIONS MAIN SHAFT Counter	REVOLUTIONS MAIN SHAFT Per Watch	REVOLUTIONS MAIN SHAFT Per Min.	REVOLUTIONS Main Circ. Pump	REVOLUTIONS Oil Cooler Pump	DOUBLE STROKES FEED PUMP Counter	DOUBLE STROKES FEED PUMP Per Watch	DOUBLE STROKES FEED PUMP Per Hour	DOUBLE STROKES Air Pump per Min.	DOUBLE STROKES Oil Pump per Min.	AIR PRESSURE At Fan Casing	AIR PRESSURE At Ash Pits	AIR PRESSURE At Funnel
Noon–4 p.m.													
4–8 p.m.						Monday Aug. 9th							
8–12 p.m.		Watches commenced 4-0 A.M. Steam raised											
12–4 a.m.		and Turbines made ready.											
4–8 a.m.													
8 a.m.–Noon													

CLEARANCES VERIFIED DAILY Finger Piece Reading HP	IP	LP	Finger Piece Index HP	IP	LP	SHAFT HORSE POWER

HOURS WORKING REFRIG. MACHINERY	EVAPORATOR Port	EVAPORATOR Starbd	ELECTRIC LIGHT Port	ELECTRIC LIGHT Starbd	DISTILLER

DENSITY OF BOILERS	
Port Fwd	
Stor Fwd	
Port Aft	
Stor Aft	

Claimants Exhibit 2 for Identification
Oct 26/[illegible]



L.P. AHEAD AND L.P. ASTERN TURBINE. S.S. "DANIER."
WITH COVER REMOVED
FABRICATED IN. 1. CLASS SHIPS.
FOR DESCRIPTION SEE PAGE 25

Claimants Ex. S

Claimant's Exhibit T, for Identification.

3835

[Erroneously marked on original photostat as "S" for identification.]

(PHOTOSTAT)

(Page 24 of pamphlet of Parsons Marine Steam Turbine Co., Ltd.)

3836

3857

Claimant's Exhibit U.

3838

[Erroneously marked on original photostat as Exhibit "T".]

(PHOTOSTAT)

(Both sides)

3839

3840

Claimants Exhibit T
Oct 16/20

Claimants Ex. T

Lloyd's Register of Shipping.

FOUNDED 1760. RE-CONSTITUTED 1834.

CERTIFICATE FOR ENGINES AND BOILERS.

No. 30863
D/5520

No. 71, Fenchurch Street, E.C.,
LONDON, 23rd March, 1919.

This is to Certify that the Engines and Boilers of the

Steel Screw Steamer "War Conway"

19.10.
18-11-19

of ~~London~~ Halifax Master Gillies Tons 5755

have been Specially Surveyed by the Surveyors to this Society during construction at Spokane Wash. & Vancouver B.C.

and were reported to be on the 10th April 1919

in good, efficient, and safe working condition, at a pressure of 190 lbs. per square inch on the main boilers. The approved working pressure of the donkey boiler is ~~~~ lb. per square inch.

The Record ✠LMC 4.19 (Lloyd's Machinery Certificate) has been made in the Register Book, subject to Periodical Surveys as required by the Rules.

PARTICULARS OF ENGINES.

Description.	When Made.	Name and Address of Makers.	Diameter of Cylinders.	Length of Stroke.
2 Steam driving Geared to 1 Screw Shaft	1919	The Coulthis Company Spokane, Wash.	1	1

Witness my hand,

F. J. Howe,
Chairman of the Committees of Classification.

F. R. Mayne
Assistant to the Secretary.

This certificate is issued upon the terms of the Rules and Regulations of the Society, to which Owners are referred.

For convenience of Owners extracts from some of the principal Rules are printed on the back hereof.

Claimants Ex. 2
(Back)

EXTRACTS FROM THE SOCIETY'S RULES AND REGULATIONS.

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee, nor the Society, are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of the Surveyors, or other Officers or Agents of the Society.

Periodical and Occasional Surveys.—The machinery and boilers of all steam ships, and the donkey boilers of sailing vessels, are to be surveyed annually, if practicable, and in addition are to be submitted to a Special Survey upon the occasion of the vessel's undergoing the Special periodical Surveys Nos. 1, 2, and 3, prescribed in the Rules, unless the machinery and boilers have been specially surveyed within a period of twelve months.

* * * * *

The boilers of all steam ships, and the donkey boilers of sailing vessels, are to be specially surveyed when six years old, and subsequently they are to be surveyed annually.

* * * * *

The stern shaft is to be examined annually, and drawn at intervals of not more than two years. On the application of Owners, the Committee will be prepared to give consideration to the circumstances of any special case.

Survey of Repairs.—All repairs of vessels, engines and boilers that may be required at ports where there is a Surveyor to the Society, in order that the vessels may retain their characters in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyor. When such repairs are effected at a port where there is no Surveyor to this Society, the vessel must be surveyed by one of the Society's Surveyors at the earliest opportunity.

Notice of Surveys.—Whilst the Society's Surveyors are required to attend for the purpose of holding surveys in their district, the duty of giving notice when the attendance of the Surveyors is required to carry out Periodical Special Surveys or to supervise repairs rests with the Owners, Masters or Agents. If such notice is not given and the requisite surveys are not carried out, the characters of vessels are liable to be expunged from the Register Book.

No. 71, Fenchurch Street,
London, E.C.

ANDREW SCOTT,
Secretary.

* [N.B.—It is to be understood that the foregoing requirements are subject to amendments made by the Committee from time to time.]

Claimant's Exhibit V.

3841

SALVAGE ASSOCIATION, LONDON
Halifax Office
Pickford & Black's Wharf,
Halifax,
Nova Scotia

Telephone Sackville 1826

CERTIFICATE OF SEAWORTHINESS
SS "WILLDOMINO" of Halifax, N. S.

G. T. R 5755.

3842

This is to Certify that the undersigned Surveyor at this port did at the request of Messrs. Pickford & Black, Ltd., and in behalf of Underwriters concerned make Survey of SS "WILLDOMINO" G. T. R5755 of Halifax, N. S., then at anchor in stream at Halifax, N. S., on July 27th, 1920, and subsequent dates in order determine nature and extent of damage alleged caused by striking on Gannett Rock vicinity White Island on or about July 24th, 1920 and whilst on a voyage from Lisbon, via Sydney N. S., for bunkers, to New York loaded General Cargo; about 2/3 of which consists bale cork

3843

For fuller particulars see Log Books and Protest.

UPON

EXAMINATION

Found:—Stem bar, plating and floors shoved back some six feet abaft C/B at about 5 ft. mark, fore peak full water sea level (20 ft. draft) No. 1 hold (loaded bale cork) similarly flooded.

Bulkhead between Nos. 1 & 2 not leaking.

Claimant's Exhibit V.

3844 All after ballast including After peak had been filled up draft aft 13‴.

After due consultation with representatives various interests including Capt. Gillboy for Owners, the following was decided upon and therefore

RECOMMENDED

as a temporary repair sufficient take vessel to New York where further survey and repairs proper are to be made.

No. 1 hold remove and restore elsewhere in vessel cargo (weight) ex tween decks this hold.

3845 No. 2 hold remove sufficient cargo and stow same after holds, permit effectively shoring up No. 2 Bulkhead.

Fit pump fore end this hold for possible minor leaks and emergency purposes.

Trim vessel to a draft sufficient immerse propeller, leaving draft 14 or 15 ft. forward.

Tug to accompany vessel in charge coastal Pilot to New York.

Vessel must NOT be forced into a head sea.

With aforegoing temporary repairs now completed this renders SS "WILLDOMINO" SEA-

3846 WORTHY from Halifax, N. S. to New York.

This Report and Certificate given without prejudice and subject to Terms of Policy.

P. W. WILSON,
Surveyor to Salvage Association, London.
Halifax, August 2/20.

Claimant's Exhibit W.

3847

AN ACT

TO PROVIDE FOR THE APPOINTMENT OF PORT WARDENS AT CERTAIN PORTS OF THE DOMINION.

(Assented to 26th, May, 1874.)

WHEREAS the increasing trade and business in many of the ports of the Dominion, at which no provision now exists for the appointment of Port Wardens, renders it necessary to make such provision: Therefore Her Majesty, by and with the advice and consent of the Senate and House of 3848
Commons of Canada, enacts as follows:—

1. The Governor in Council may, from time to time, determine at what ports in the Dominion, it is expedient that Port Wardens should be appointed, and at and for any such port a Port Warden may be appointed under this Act, by the Governor: Provided always that this Act shall not apply to the Ports of Quebec, Montreal and Saint John, New Brunswick, for which provision is already made.

2. The Port Warden shall receive no fees whatever, other than such as strictly appertain to the 3849
business of his office; all such fees shall be recorded in his book; and he shall make a certified annual return to the Minister of Marine and Fisheries, of the receipts and expenses of his office and a report of the doings of his office, within seven days after the thirty-first day of December in each year.

3. The Port Warden shall, at his own expense, keep an office during the season of navigation,

3850 and shall have a seal of office, and the necessary books, in which all his acts as Port Warden shall be recorded, which books shall be open for inspection on payment of a fee of twenty-five cents.

4. It shall be the duty of the Port Warden, on being notified and requested by any of the parties interested, to proceed in person on board of any vessel for the purpose of examining the condition and stowage of her cargo; and if there be any goods damaged on board such vessel, he shall inquire, examine, and ascertain the cause or causes of such damage, and make a memorandum
3851 thereof, and enter the same in full on the books of his office.

5. The master of any vessel which has broken bulk for the purpose of lightening or other necessary purpose, previous to her arrival in any harbor for which there is then a Port Warden, shall, immediately on the discovery of any damaged cargo, proceed to have a survey held on the same in the manner herein prescribed, before the same shall be moved out of the place in which it was originally stowed; and if, after the arrival in
3852 port of any vessel from beyond the seas, or from a passage over the great lakes contiguous to the Province of Ontario, which has not had occasion to lighten, break bulk, or otherwise discharge any portion of her cargo before coming into the harbour, the hatches of such vessel shall have been first opened by any person not a Port Warden, and the cargo or any part thereof shall come from on board such ship in a damaged condition, these facts shall be *prima facie* evidence that such damage occurred in consequence of improper stow-

age or negligence on the part of the persons in charge of the vessel; and such default shall, until the contrary be shewn, be chargeable, to the owner, master or other persons interested as part owners or master of the said vessel. 3853

6. The Port Warden shall, when required, proceed to any ship steamer or other vessel, warehouse, dwelling or wharf, and examine any merchandise, vessel, material, produce and other property, said to have been damaged on board any vessel, and enquire, examine and ascertain the cause of such damage, make a memorandum thereof, and of such property, and record in the books of his office a full and correct statement thereof. 3854

7. The Port Warden shall, when required, be surveyor on any vessel which may have suffered wreck or damage, or which shall be deemed unfit to proceed on her voyage; he shall examine the hull, spars, rigging and all appurtenances thereof, shall specify what damage has occurred, and record in the books of his office, a full and particular account of all surveys held on such vessels; he shall call to his assistance, if necessary, in such surveys, one or more carpenters, sail-makers, riggers, shipwrights or other persons skilled in their profession, who shall each be entitled to a fee not exceeding five dollars, to aid him in the examination and survey; but no such surveyor shall be interested in the case; the Port Warden shall also, if required, be surveyor of the repairs necessary to render such vessel seaworthy, and his certificate that these repairs have been properly made shall be evidence that the vessel is seaworthy. 3855

Claimant's Exhibit W.

3856 8. The Port Warden shall have cognizance of all matters relating to the surveys of vessels and their cargoes, arriving in port damaged, and when requested shall, on payment of the regular fee, give certificate of such surveys.

9. The master of any vessel intending to load grain in bulk, for any port not within the limits of inland navigation nor within the Dominion of Canada, shall, before taking in any of such grain, notify the Port Warden from time to time while the different chambers are being prepared, to survey and inspect the said vessel as well as
3857 the dunnage and lining boards; the Port Warden in such case shall ascertain whether such vessel is in a fit state to receive and carry the cargo intended for her to its destination; he shall record in his books the condition of the vessel; if he finds she is not fit to carry the cargo in safety, he shall state what repairs are necessary to render her seaworthy; before beginning to load each chamber he shall be careful to see that it is properly dunnaged and lined, and provided with shifting boards, and that the board and plank used for these purposes have been prop-
3858 erly seasoned; he shall examine the pumps and see that they are properly lined and dunnaged; he shall enter in the books of his office all particulars connected with these surveys, and grant the necessary certificates.

10. It shall be the duty of the Port Warden, when required, to decide what amount of dunnage is necessary below cargo, and also between wheat and other grain, and the flour to be stowed over it, and his certificate that such dunnage

has been used, shall be *prima facie* evidence of 3859
the good stowage of the cargo so far as these points are concerned.

11. The master of any vessel wholly or partly laden with grain, for any port not within the limits of inland navigation nor within the Dominion of Canada, shall, before proceeding on his voyage, or clearing at the Custom House for the same, notify the Port Warden, whose duty it shall then be to proceed on board such vessel, and examine whether she is in a fit state to proceed to sea or not; if she is found unfit, the Port Warden shall state in what particulars, and on 3860
what conditions only she may be deemed in a fit state to leave, and shall notify the master not to leave the port until the required conditions have been fulfilled; and in case of the master refusing or neglecting to fulfil the same, the Port Warden shall notify the Collector of Customs, in order that no clearance may be granted fo. the vessel until such required conditions have been fulfilled, and a certificate thereof granted by the Port Warden or his deputy.

12. The Port Warden shall, when required, 3861
estimate the value and measurement of any vessel, when the same is in dispute or otherwise needed, and shall record the same in the books of his office.

13. It shall be the duty of every auctioneer making a sale of any vessel condemned, or ship's materials, or goods damaged on board a ship or vessel, whether sea-going or of inland navigation, sold for benefit of underwriters or others

3862 concerned, in any harbour for which there is then a Port Warden, to file a statement of the same at the office of the Port Warden within ten days after such sale; no underwriters' sale shall take place until after at least two days' public advertisement or notice, and such sale shall not be at an hour earlier than eleven, nor later than three o'clock in the day.

14. It shall be the duty of the Port Warden, when required in writing by all parties in interest, to hear and arbitrate upon any difficulty or matter in dispute between the master or con-
3863 signee of any vessel, and any proprietor, shipper or consignee of the cargo, and to keep a record thereof.

15. No goods, vessels or other property at a place where there is a Port Warden, shall be sold as damaged for account of underwriters, unless a regular survey and condemnation has previously been had, and the Port Warden shall in all cases be one of the surveyors.

16. Before proceeding to act in any case in the performance of his duties, the Port Warden
3864 shall give reasonable notice, where practicable, to all parties interested or concerned in the case.

17. All notices, requests, or requirements to or from the Port Warden must be given in writing, and a reasonable time before action is required.

18. The Port Warden may in any case where he thinks it right and necessary, initiate proceedings, and hold surveys, and obtain process, as if

required by the parties concerned under the provisions of this Act,—and whenever the Port Warden is mentioned in any provision of this Act, such provision shall always be understood to apply to any Deputy Port Warden, if there is such. 3865

19. On the demand of any party interested, the Port Warden shall furnish certificates in writing under his hand, if any matters of record in his office; he shall also furnish when required, copies of any entries in his books or documents filed in his office, upon payment of a reasonable compensation.

3866

20. On application, the Port Warden shall supply, to any master of a vessel arriving in the harbor, a copy of the regulations relating to the office of Port Warden, once in each year.

21. In all matters regarding surveys, and other matters concerning the value, state or classification of vessels and like subjects, the Port Warden shall conform to, and be governed by the regulations of Lloyd's, so far as they are applicable to the circumstances of the case.

22. Should any dispute arise between the Port Warden and any party interested in any case where his presence has been required, either party may appeal to the council of the board of trade or chamber of commerce, where there is one, and it shall be the duty of the Secretary of such board or chamber, on a requisition being presented to him to that effect, to summon forthwith a meeting of the said council who, or not less than three of them, shall immediately investigate and report on the case submitted to them, and 3867

3868 their determination or that of a majority of them, made in writing, shall be final and conclusive.

23. The party against whom the council of the board of trade or chamber of commerce shall decide, shall pay all expenses, and the council shall determine the amount of fees or charges payable in each case, which shall never exceed twenty dollars.

24. All certificates issued under the hand of the Port Warden or his Deputy, and sealed with the seal of his office, referring to matters recorded
3869 in his books, shall be received as *prima facie* evidence of the existence and contents of such record, in any court in Canada.

25. The council of the board of trade or chamber of commerce, if there is one, may, from time to time, establish a tariff of fees to be paid to the Port Warden for services performed by him and his deputies, by the master or owners of seagoing vessels, and by others in respect of whom the duties of the said Port Warden are required to be performed,—which tariff, being first approved by the Governor in Council, shall
3870 be enforced until repealed or altered by the said Governor in Council, or by the said council of the board of trade or chamber of commerce, as it may be at any time, with the approval of the Governor in Council; and when there is no board of trade or chamber of commerce the Governor in Council shall make such tariff; but such fees shall not exceed the rates hereinafter mentioned, that is to say:—

1. For every survey and the certificate thereof by the Port Warden and his assistant, of the

hatches and cargo of any vessel, or of the hull, 3871
spars and rigging thereof, or the survey of damaged goods, a fee, including the certificate thereof, not exceeding eight dollars each, and such further sum, not exceeding five dollars, as may be payable to shipwrights or other skilled persons employed by him;

2. For every valuation of a vessel for average, and every inspection of a vessel intended to load, a fee to be graduated according to the tonnage of such vessel, but not in any case to exceed ten dollars;

3. For hearing and settling disputes of which 3872
the Port Warden is authorized to take cognizance, and for the fees on appeal to the council of the board of trade or chamber of commerce, a sum to be graduated according to the value of the thing or the amount in dispute, but in no case to exceed twenty dollars:

4. The foregoing maximum rates, comprehending the fees for the incidental proceedings, certificates and copies, may be altered and apportioned, and the particular service distinguished, and the fee therefor assigned, and the person by whom the same shall be paid, may be indicated in such 3873
a way as the council of the board of trade or chamber of commerce, may from time to time appoint; and all rates and so established shall be subject to the approval of the Governor in Council, who shall have power from time to time to disallow or modify and alter such fees and rates.

26. The penalty for any and every infraction or breach of the ninth or of the eleventh section

of this Act, shall be the sum of eight hundred dollars; and for every infraction or breach of the thirteenth section of this Act, the sum of twenty dollars; and any and every such penalty as aforesaid shall be recoverable in the manner prescribed by the "*Interpretation Act*," in the case where penalties are imposed, and the recovery is not otherwise provided for; and the whole of any pecuniary penalty imposed by this Act shall belong to the Crown, and shall be paid over to the Receiver General, by the officer or person receiving it, and shall be appropriated in such manner as the Governor in Council may direct.

27. The Port Warden shall have such other and further duties as may be assigned to him from time to time by any regulations made by order of Governor in Council; and the council of the board of trade or chamber of commerce may, from time to time, make such suggestions to the Governor as they may deem expedient, with respect to any such other and further duties, or any modifications of the duties hereinbefore assigned to the Port Warden for the harbour; and such other or further duties may be assigned or such modifications made, by Order in Council accordingly, and such Order in Council may be amended or repealed, and new provision made, and any regulations so made shall, while unrepealed, have the force of law, as if contained in this Act.

28. No officer of Customs shall grant a clearance to any vessel wholly or partly loaded with grain, for the purpose of enabling her to leave the harbour for any port not within the limits

of inland navigation nor within the Dominion of Canada, unless, nor until the master of such vessel produces to him a certificate from the Port Warden or his deputy, to the effect that all the requirements of this Act have been fully complied with, if such grain be laden in bulk; nor unless, or until such master produces to him a certificate from the Port Warden or his deputy, that all the requirements of this Act have been full complied with, if such vessel be wholly or partly laden with grain, otherwise than wholly or partly in bulk; and if any vessel wholly or partly loaded with grain attempts to leave the harbour for any port not within the limits of inland navigation nor within the Dominion of Canada, without a clearance, any officer of Customs, or any person acting under the direction of the Minister of Marine and Fisheries, or the chief officer of the River Police, may detain such vessel until such certificate is produced to him. 3877 3878

29. The expression "the harbour" in this Act, means the harbour for which the Port Warden is appointed; the expression "the board of trade or chamber of commerce" means the board of trade or chamber of commerce for the city or town or place adjoining the harbour for which the Port Warden is appointed. 3879

30. This Act may be cited as *"The General Port Wardens' Act*, 1874."

Claimant's Exhibit W.

3880

SCALE OF FEES.

First survey of hatches, and certificate....	$ 2.50
Every subsequent survey of cargo, and certificate	2.00
Survey of cargo when hatches have not been previously surveyed, and certificate	5.00
Every survey of damaged goods on wharf or in store, value under $200, and certificate	3.00
3881 Every survey of damaged goods on wharf or in store, value $200 and under $500, and certificate	4.00
Every survey of damaged goods on wharf or in store, value $500 and over, and certificate	5.00
Survey of vessel damaged or arriving in distress, and certificate	8.00
Every subsequent survey, and certificate..	5.00
Valuation of a vessel for average—under 200 tons, and certificate	5.00
Valuation of a vessel for average—over 200 tons and under 500 tons, and certificate	7.50
Valuation of a vessel for average 500 tons	
3882 and upwards, and certificate	10.00
Survey of cargo reported to have shifted, and certificate	5.00
All extra copies of certificates when required	.50
For certificate under seal	1.00
Hearing and settling disputes between master and consignee of ship, and owners of cargo, $200 value, $2.00; $200 to $500, $3.00; $500 to $1000, $4.00; $1000 and over, $5.00	

Claimant's Exhibit W.

Filing papers of auctioneers &c.	.25	3883
Ascertaining if vessel is seaworthy, and certificate	8.00	
Survey that repairs ordered if not seaworthy have been made, and certificate, 200 tons and under, $3.00; all over 200 tons $5.00		
General superintendence of a Vessel loading	5.00	
Vessels putting in in distress or otherwise, from Foreign Ports for every 1000 bushels and every proportionate quantity of Wheat and Peas 15 cts. For every 1000 bushels and every proportionate quantity of Barley 12 cts. For every 1000 bushels and every proportionate quantity of Oats 10 cts. For every 1000 bushels and every proportionate quantity of Corn 10 cts. For every 1000 Bbls. Flour 75 cts. Coal Oil per Bbl. ½ ct. Ores and Minerals per ton, Ballast excepted, 4 cts.....		3884
Lumber and all other descriptions of Timber per ton weight	.02	

3885

Claimant's Exhibit X.

3886 PORT WARDEN'S OFFICE

Halifax, N. S., July 27th, 1920.

I, the undersigned, having been requested by Messrs. Pickford & Black, Limited, Agents, to hold survey on the S. S. "WILLDOMINO" of Halifax, 5755 tons gross register, from Lisbon, via Sydney, C. B., bound to New York, and ascertain damage reported to have been caused by stranding at White Rock near Canso, on the 24th day of July.

3887 "For further particulars see Log Book and Protest, and Survey Report of Submarine Diver".

DO HEREBY REPORT that I this day proceeded alongside and on board the above named vessel lying at anchor in Halifax Harbor and upon examination found the fore peak full of water and upon sounding found 18 feet of water in No. 1 hold. All other holds and bilges dry. Draft of water at this time being—Forward 19.6, Aft 13.6. The after ballast tanks and peak tank being filled with water.

3388 I THEREFORE RECOMMEND that a submarine diver be engaged to make an examination of the damage.

On report of the Submarine Diver regarding the damage to the bottom, and taking into consideration the perishable nature of the cargo, and no dock being available at this Port for the purpose of docking the vessel, and after consulting with all parties interested,

Claimant's Exhibit X.

I RECOMMEND that the vessel be moved into the Wharf and that all cases of Lemons and Sardines in the No. 1 hold and tween decks be discharged and reloaded into No. 5 hold, and that sufficient cargo be taken out of the fore end of No. 2 hold to allow of the bulkhead between No. 1 and 2 hold to be properly braced and secured, and that the cargo of Lemons from No. 2 hold be restowed in No. 4 and 5 holds and bridge space. 3889

I FURTHER RECOMMEND that about 400 tons of Sand be placed on the after deck in order to raise the bow out of water as far as possible, and a 10″ pump be placed and fitted in fore end of No. 2 hold in case of any accident to the bulkhead. 3890

August 2nd, 1920.

The cargo having been removed and restowed as recommended, I found in the No. 2 hold at bulkhead a number of cases of Lemons more or less damp and wet—(caused by sweat of the bulkhead due to the water in No. 1 hold).—and RECOMMEND that the said cases of Lemons be carried forward to New York and there examined for damage. 3891

The bracing of the bulkhead having been completed and pump fitted in the No. 2 hold, and the sand placed on the after deck (Vessel's draft being—Forward 12′10″, Aft 22′6″)—

I DO CERTIFY that in my opinion the S. S. "WILLDOMINO" of Halifax is in a fit and seaworthy condition to proceed to New York and on discharge of cargo to be dry docked for further examination and repairs.

Claimant's Exhibit Y.

3892 I FURTHER RECOMMEND that the vessel be accompanied by an ocean going Tow Boat from this Port to New York.

Given under my hand and Seal at Halifax, this Second day of August, A. D. 1920.

(Sgd.) NEIL HALL,
Port Warden.

(Seal)

Claimant's Exhibit Y.

3893

SALVAGE ASSOCIATION, LONDON

Halifax Office
Pickford & Black's Wharf,

Halifax,
Nova Scotia

Telephone Sackville 1826

REPORT OF SURVEY S. S. "WILLDOMINO"
G. T. R. 5755. of Halifax, N. S.

3894

This is to Certify that the undersigned Surveyor at this port did at the request of Henry Black, Esq., New York, and on behalf of Underwriters concerned make Survey of S. S. "WILLDOMINO" G. T. R. 5755 of Halifax, N. S., then at anchor in stream at Halifax, N. S., on July 27th, 1920 and subsequent dates in order determine nature and extent damage alleged caused by striking on Gannett Rock vicinity White Island on or about July 24th, 1920 and whilst on a

voyage from Lisbon, via Sydney, N. S., for bunkers to New York loaded General Cargo; about 2-3 of which consists bale cork. 3895

It seems that vessel had been into Sydney and that due shortage of coal there, she could only get sufficient to bring her to Halifax and it was whilst making for Halifax that the disaster referred to above occurred.

Govt. S. S. "Lady Laurier" convoyed "WILLDOMINO" to Halifax, N. S.

For fuller particulars see copies attached and numbered as follows:—

(1) Protest 3896

(2) Log Extracts

(3) Copy of Divers Report

(4) Blue Print showing position of damage

UPON

EXAMINATION

Found Vessel drawing 19'6" forward and 13'6" aft; fore peak full No. 1 hold (loaded bale cork) full of water to sea level, No. 2 hold and all other compartments O. K. After ballast tanks including After Peak had been filled. Diver was sent down and reported (condensed). 3897

> "Stem bar broken at about 5 ft. mark, and shoved back together with plating and floors to two floor spaces abaft collision bulkhead, not practicable to patch or plug from outside."

A local Salvage Company were then asked how long they would take to seal No. 1 lower hold

Claimant's Exhibit Y.

3898 up, and their reply was ten days; this due no doubt local scarcity heavy timber.

A joint conference was then held amongst representatives of the various interests including Capt. Gillboy for Owners and following course jointly decided upon, principally with view save time:—

Discharge sufficient cargo out of No. 2 hold to permit ample shoring up of the bulkhead, cargo as removed to be put down after hold or where space permits.

No. 1 hold remove bulk of cargo from tween
3899 decks and put it down aft holds.

Sufficient sand ballast to be obtained ready place on after deck as may be necessary to trim vessel to a draft of or about 14 ft. forward to that of total immersion of propellor aft or about 20 ft. aft.

Bulkhead between Nos. 1 & 2 holds (notwithstanding its being good and well proportioned as bulkheads go) must be thoroughly well shored, braced and secured by heavy timbers, in addition to this a wrecking pump to be fitted after side of this bulkhead to take care of minor leaks
3900 should any develop on run to New York; disturbed cargo to be temmed off and safe against rolling.

A tug should also accompany vessel to New York more especially as some defect is reported in connection with Main Machinery (turbines). A coastal Pilot to go with vessel from Halifax, N. S. to New York.

Steamer will take necessary bunker coal here.

Claimant's Exhibit Y.

In order expedite shoring up of Bulkhead ar- 3901
rangements be made have Maritime Wrecking Co's "Maggie Marshall" deliver all heavy timber to ship and stand by at intervals as may be necessary for use their air tools and machines.

With aforegoing temporary repairs now completed in order renders vessel SEAWORTHY to proceed New York.

This Report and Certificate without prejudice and subject to the Policy Terms.

Halifax, N. S., August 2/20.

P. W. WILSON, 3902
Surveyor to Salvage Association, London.

NOTE OF PROTEST

HALIFAX
COUNTY OF HALIFAX
PROVINCE OF NOVA SCOTIA
TO WIT:

On this 28th day of July A. D. 1920 personally appeared before me John Strachan, Notary Public, JAMES BEELEY Master of the Steamer 3903
called the "WILLDOMINO" of Halifax, N. S. of the burden of 4173 net tons register or thereabouts, who requests me to make and enter protest for the following casualty;

The said steamer sailed from the Port of Lisbon, Portugal with a cargo of Fruit and General bound to the Port of New York U. S. A., on the 24th day of June. During voyage ship ran short of coal and had to put into Sydney C. B. for

Claimant's Exhibit Y.

bunkers. Leaving Sydney on July 23rd and during a dense fog on July 24th at 6.30 a. m. ship struck a submerged rock, position doubtful, ship's headway was stopped. 6.45 a. m. engines going astern ship cleared rock. On sounding holds found water in forepeak and No. 1 Hold and fearing damage to ship and cargo. Whereof the said Master has come before me and entered this Protest against the Owners, Underwriters and all concerned in vessel and cargo for all losses, damage and expenses that may happen or occur to the said vessel and or her cargo, or have happened or occurred to said vessel or cargo by and for reason of the aforesaid accident, reserving right to extend the same at time and place convenient.

(Sgd.) JAMES BEELEY Master

Taken before me at Halifax, N. S., this 29th day of July A. D. one thousand nine hundred and twenty

(Sgd.) JOHN STRACHAN
Notary Public
In and for the Province of Nova Scotia

Claimant's Exhibit Y.

EXTRACT OF LOG S. S. "WILLDOMINO" 3907
At. Anchor Sydney C. B.,
Friday July 23, 1920.

Fine clear day light S W wind.

At 12.45 p. m. pilot boarded standing by engine heaving anchor.

At 1 p. m. full ahead.

At 1.50 p. m. stopped discharged, pilot full ahead

At 2.25 p. m. Flat Point abeam distance ¾ mile, set course S 47E and streamed log.

At 3.42 p. m. altered course S 34 E smooth sea, clear and cloudy. 3908

At 4.30 p. m. Flint Island abeam, W x N ¾ mile log 16.

At 5.45 p. m. Scatterie Light House abeam west distance 4 miles Log 26 Altered course S 57W.

At 6.15 p. m. altered course S 72W log 30 Fresh breeze moderate sea and hazy overcast altered course S 70 W.

At 8.15 p. m. dense fog and heavy mists Louisburg fog signals heard.

At 8.15 p. m. altered course, S 65 W log 43.

At 8.30 p. m. log 45, and from 8.30 p. m. to 9 p. m. stood South.

At 9 p. m. altered course S 65W log 49. 3909

Saturday July 24th, 1920.

Engine room telegraph indicating stand by Dense fog whole of watch, and a BIT regulation complied with, a smooth sea. Engines going at reduced speed.

At 4.30 a. m. cast of lead 91 fathoms H & G log 93, altered course S 87W.

At 6.30 a. m. in dense fog, engines eased, steamer suddenly struck submerged object. Put engines astern and backed off and sounded ship. Found fore peak filling and No. 1 hold 18′ star-

3910 board and 21′ port. Took cast of lead and found 10 fathoms of water.

Courses various, kept engines going at reduced speed. Moderate wind and sea, dense fog, and B/T regulation attended to.

At 10.30 a. m. a cast indicated 36 fathoms an hour.

At 10.40 a. m. came to anchor, moderate wind and sea, densely foggy.

At 2.15 p. m. hove up anchor and stow ahead.

At 2.25 p. m. full ahead.

At 2.45 p. m. streamed log dense fog and rain.

3911 B/T regulations complied with rough sea.

At 5 p. m. cast of lead 50 fathoms stones and rocks Log 3.

At 5.20 p. m. stopped and drifted ship would not steer.

At 6 p. m. came to anchor in 32 fathoms and 6 shackles, starboard anchor. Fresh breeze and moderate sea, and clear. No. 1 hold soundings remained the same as 7 a. m.

At 8 p. m. strong S W wind, long breaking sea and hazy atmosphere riding on starboard anchor 90 fathoms—in 32 fathoms of water position by D R S 30E 7 miles distance from

3912 Gannett's Point.

At 9 p. m. Cranberry Island Light bore N 14 E.

At 9.45 p. m. thick fog and rain. Soundings in No. 1 hold remained at a constant range during the watch. S 18 and P 20 S W wind and sea and fog continued, at cast indicated 36 fathoms and rocks.

Sunday July 25th, 1920.

Tanks and bilges sounded by officer of watch, every hour and found to be not making any more water.

Claimant's Exhibit Y.

At 3.15 a. m. took cast of lead 36 fathoms heavy S W sea dense fog, and B/T regulations complied with. 3913

At 7.10 a. m. steamer swung S x E, tanks and bilges sounded every hour and show slight decrease of water. Engines pumping out same.

At 8 a. m. wind and sea increasing and foggy weather and B/T regulations attended to, and ship at anchor.

At 8 a. m. riding on the starboard anchor, 90 fthms of chain and 35 ft. of water, in position by D R S 30E true 7 miles from Gannett Point (Andrews Island).

At 10.15 a. m. heaving anchor. 3914

At 10.45 a. m. under way.

At 10.45 a. m. came to anchor for engine repairs Starboard anchor 90 fthms chain, in 33 fthms of water. In position approximately same as 8 a. m. Cranberry Island fog signals heard in N ½ W (true direction).

At 3.40 p. m. engines repaired but unable to go astern received radio tug leaving Halifax to our assistance tanks and bilges sounded and found to be remaining constant; banks of dense fog ad B/T regulations complied with; clear at times Heavy S W swell. 3915

At 6.30 p. m. fog lifted and sky clear.

At 8 p. m. heaving anchor.

At 8.15 p. m. under way, clear and heavy S W swell Strong breeze and heavy head sea, and clear weather. Set course S 75W.

At 8.30 p. m. departure taken with Cranberry Island Light bearing N 19E 10 miles Log 0 course checked to steer S 85W.

At 10.00 p. m. log 8 altered course S 87W checked to steer W ½N.

At 10.45 p. m. tanks and bilges sounded by officer on watch.

Claimant's Exhibit Y.

3916 Monday July 26th, 1920.

At 2.50 a. m. Country Island Light abeam distance 5½ miles, and N3½.

At 3.15 a. m. Country Island Light Buoy abeam, log 26½ distance 2 miles. Tanks and bilges sounded by officer of watch moderate sea and S W swell, fine with slight haze. Convoyed by Lady Laurier.

At 6.30 a. m. gas buoy off Liscomb abeam North ¼ west 1 miles Log 38.

At 7 a. m. Scotia steamed alongside.

At 7.30 a. m. spoke to Scotia we did not re-
3917 quire assistance moderate wind and hazy and heavy swell. Following Convoy Lady Laurier, tanks and bilges sounded during the watch.

At 11.05 a. m. anchored in 15 fthms of water, with Heaver Island Light bearing south and Lockwood Buoy bearing East.

At 1.30 p. m. the steamship Lady Laurier moved into position to make fast tow line.

At 2.15 p. m. tow lines all fast, commenced to heave up anchor.

At 2.30 p. m. starboard tow line caught on bottom of sea and parted.

3918 At 3.15 p. m full ahead; vessel in tow of Lady Laurier, but assisting with own engine.

At 8.07 p. m. Sheet Rock Buoy abeam N 6 W and Beaver Island N 57E, moderate wind and sea and fine clear weather. Courses various, vessel in tow.

At 8 p. m. Egg Island Light, and Egg Island Buoy in transit, bearing by Standard compass North. Steamed log reading 0.

At 10.45 p. m. Sambro Light bore West, Chebucto Head bore North 75 West. Sambro Light vessel bire S 80W, soundings in holds remained constant. Fine clear weather and smooth sea.

Claimant's Exhibit Y.

Tuesday July 27th, 1920. 3919

Courses various.

At 0.15 a. m. stopped for Pilot.

At 0.30 a. m. Pilot boarded and proceeded at various speeds up Harbor, in tow of steamship Lady Laurier, and our own engines.

At 1.50 a. m. stopped engines.

At 2.12 a. m. anchored Starboard anchor 45 fthms cable and rung off engine.

At 2.40 a. m. Hawser hove in (3.40 a. m. Standard time).

(Sgd.) JAMES BEELEY, Master.

3920

EXTRACT FROM CHIEF ENGINEER'S LOG BOOK S. S. "WILLDOMINO"

Saturday July 24th, 1920.

At 6.30 a. m. engine room time ship struck some rock or submerged object forward. Engine instantly put full astern 6.30 Stop 6.37. Full astern 6.42 Stop 6.44 Half ahead 6.45 Stop 7.7 Slow ahead 7.10 stop 8.51 slow 9.10 stop 9.39 anchored. All forward tanks except No. 1 being pumped out and After Peaks filled up. 3921
No. 1 tank and Fore Peak full of water.

(Sgd.) R. G. DONALDSON
Chief Engineer

DIVER'S REPORT

At the request of Mr. George W. Hensley, Lloyd's Agent at Halifax, we have made a diver's examination of the under water damage to the

3922 bow of the S. S. "WILLDOMINO" whilst at anchor in Halifax Harbor and beg to submit the following report:—

The forefoot is carried away between the four and five feet marks, the stem piece being broken in two, the lower piece about four feet being forced up into the ship's bottom together with the plating and frames as far aft as second frame.

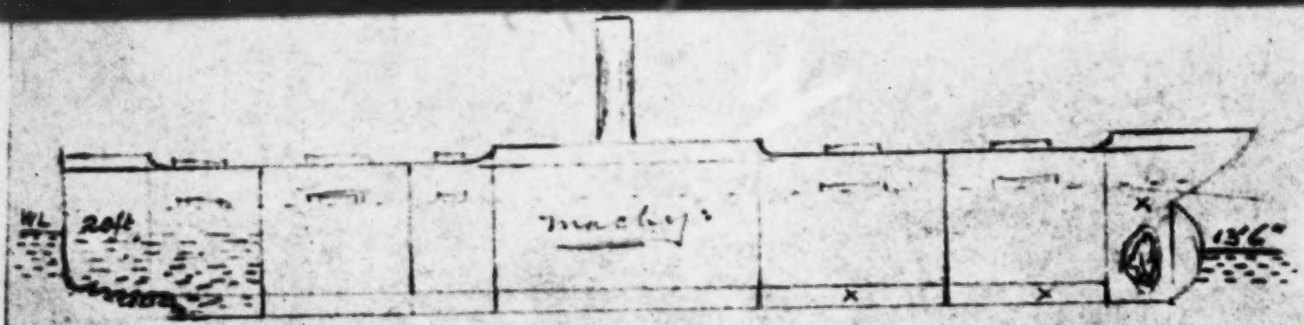
On the starboard side from second frame aft, the keel plate and two plates above are torn back and corrugated as far aft as collision bulkhead leaving an open hole into forepeak—all
3923 frames are bent, some broken and torn away from fastenings as far aft as collision bulkhead.

On port side from second frame, keel plate and two plates above are torn from fastenings and crumpled back against collision bulkhead, this being forced back also damage extending to second frame aft.

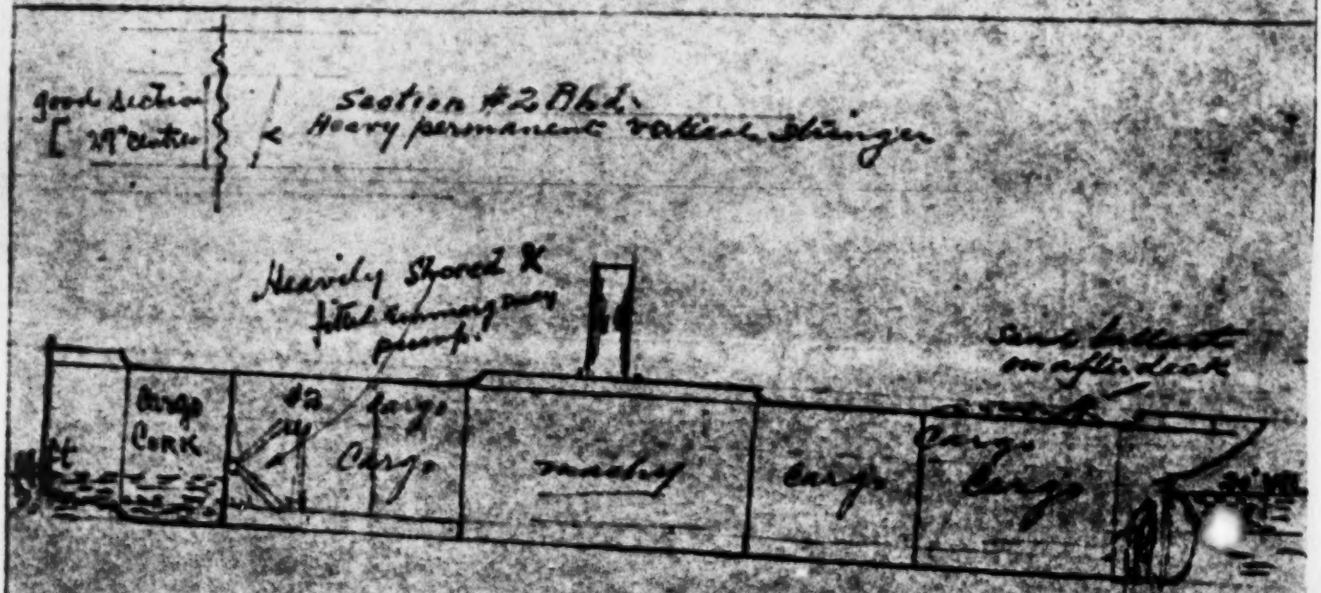
All transverse "V" sections in ship's bottom are also torn from fastenings, turned up and pushed back.

From second frame ship's bottom entirely open, plating, frames and "V" sections all being crowded aft against collision bulkhead bending
3924 same. Damage commences between four and five foot marks is apparently above level of tank tops but this cannot be definitely ascertained until cargo in No. 1 hold is discharged.

THE MARITIME WRECKING & SALVAGE CO., LTD.
Halifax, N. S.
July 27th, 1920.



— S.S. "WILLDOMINO" — arriving ...ft: July 27/20
x (All after ballast in)



in Trim for leaving ...ft fore ...ft.

S/S Willdomino

Forefoot gone, + plating doubled back for Fore spaces abaft C/Bkd. Patching S/S impracticable, + Sealing up No I deferred pending request Owners. Part cargo fruit, bulk of cargo bale cork

H/H July 29/20.

Plan

CLAIMANTS EXHIBIT Y

Part of Claimant's Exhibit Y.

3925

(DIAGRAM)

3926

3927

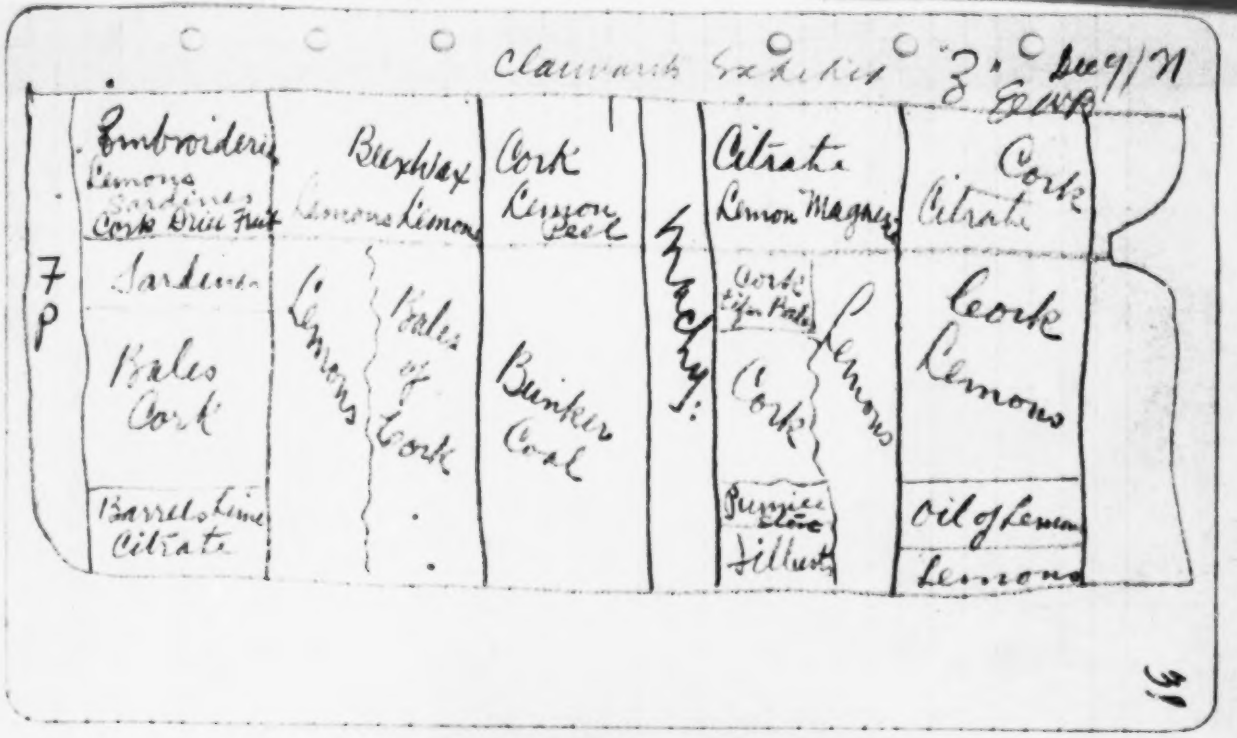
Claimant's Exhibit Z.

3928

(DIAGRAM)

3929

3930



CLAIMANTS
EXHIBIT- Z.

Claimant's Exhibit AA-1.

3931

(PHOTOSTAT)

3932

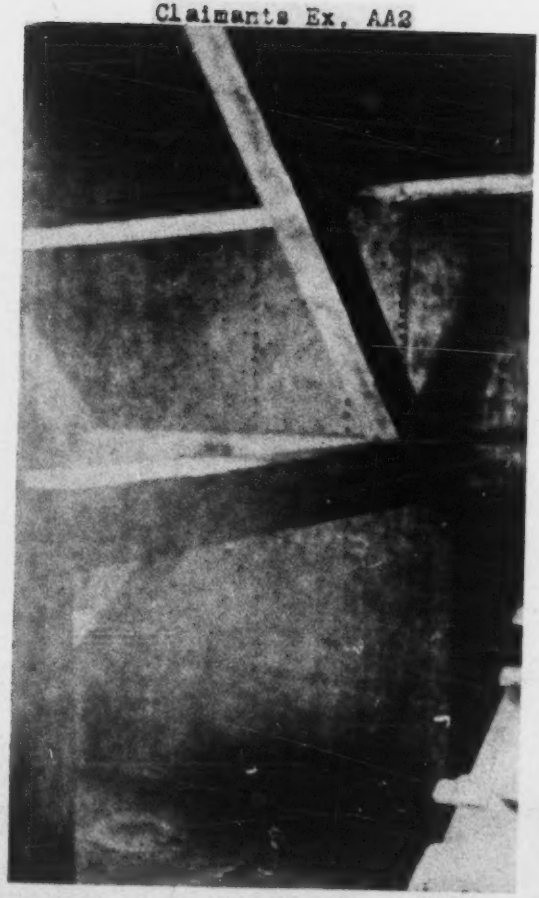
3933

Claimant's Exhibit AA-2.

3934

(PHOTOSTAT)

3935



3936

Libellants Ex. 1

FRATELLI BONANNO

(ESTABLISHED 1848)

STEAM SHIP AGENTS & BROKERS.

COAL IMPORTERS.

MESSINA

Agencies at all Sicilian Places.

Telegrams: "BONANNO"

C A
P
4964/5401
Ford. Baller & C.
MESSINA

Said to be marked as per margin
It is specially stipulated that no claim is to be made by the shipper or receiver for any loss arising from difference in marks numbers or contents

60/- p/ FREIGHT
100 Kg

L. 684. 2. 1

Primage
FREIGHT TO BE PAID L. 684. 2. 1
Charges
Premium
Total. L.

SHIPPED by, or received for shipment, in apparent good order and condition from Ford. Baller & C
to be transported by the good Steamship Wiskamino Captain
to NEW YORK with liberty to call at Intermediate Ports or any port or ports in or out of the customary route in any order, to receive and discharge coal, cargo, passengers, and for any other purposes, and if failing shipment by her, then the goods to be shipped by the following steamship or any other of the same line.

L - 1

(335) Three hundred & thirty five Casks Citrati of Lime Kgs 6258035

said to be marked and numbered as above, weight, measure, quality, contents and value although mentioned in the Bill of Lading, to be considered as unknown to the Master, unless expressly recognised and agreed to the contrary, and to be delivered in like good order and condition, within the jurisdiction of the Custom-House of the aforesaid port of NEW YORK

unto Messrs Chas. Pfizer & Co Inc

or to his or their assign, freight on the goods and charges as per margin NEW-YORK ship lost or not lost

General Average payable according to York and Antwerp Rules 1890.

IT IS MUTUALLY AGREED AS FOLLOWS: FIRST, The Ship and Carrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters, by fire from any cause or wheresoever occurring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of Princes, rulers or people, by explosion, bursting of boilers, of breakage of shafts, or any latent defect in hull, machinery or appurtenances, or **Unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners, have exercised due diligence to make the vessel seaworthy,** by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot master, mariners, or other servants of the shipowner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust, sweat, change of character, shrinkage, leakage, breakage nor for any loss or damage arising from the nature of the goods or the insufficiency of the packages, nor for any country damages; nor for the obliteration, errors, inefficiency or absence of marks or numbers, address or description; nor for risk of craft, hulk and transshipment, nor for any loss or damage caused by the prolongation of the voyage, nor for any loss or damage occasioned by **neglect, default or error in navigation of the master and crew in the navigation or management of the ship will not liberate the consignees from contributing their proportion in General Average.**

SECOND: The ship shall have liberty to sail without pilots; to tow and assist vessels in distress; to deviate for the purpose of saving life or property. That the Carrier shall have liberty to convey goods in lighters to and from the ship at the risk of the goods and in case the Ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to transship the goods to their destination by another vessel.

THIRD: The value of package receipted for as above does not exceed the sum of One Hundred Dollars, unless otherwise stated herein, on which basis the rate of freight is adjusted. Neither Ship nor Carrier hall be liable for gold, silver, bullion, specie documents, jewelry, works of art, silks, furs, timepieces, porcelain, or other highly valuable articles, unless notice of true character, and value thereof is given and same is entered in the bill of lading.

FOURTH: Shippers shall be liable for any loss or damage to Ship or Cargo caused by inflammable, explosive or other dangerous goods, shipped without full disclosure of their nature whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed at any time without compensation.

FIFTH: The Carrier shall have a lien on the goods for all fines or damages which the Ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking of packages description of their weight or contents.

SIXTH: Goods once received for shipment cannot be taken away by the shipper except upon payment of the full freight, damages and expenses sustained by the Ship or Cargo through such taking away.

SEVENTH: In case Ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the goods into any depot or lazaretto, and such a discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon. **In case of blockade or interdict of the port of discharge or if without such blockade or interdict** the entering of or discharging in the port shall be considered by the master unsafe by reason of war or disturbance, or ice, or from any other cause, the master may land the goods at any other port which he may consider safe at the expense and risk of the owner of the goods. The master to have the right of accomplishing this bill of lading at any other port which he may consider safe.

EIGHTH: **The ship has liberty of filling up and or bunkering at any port or ports in or out of the way.**

NINTH: Full freight is due on damaged goods and on goods diminished by leakage, but no freight is due on any increase in bulk or weight caused by the absorption of water during the voyage.

TENTH: The carrier shall have a lien on all goods for payment of freight and charges, including dead freight, demurrage, forwarding, charges, charges for carriage to port of transhipment and the fines, damages and expenses mentioned in § 5 and § 7, and for General Average claims, and, if on sale of goods at destination for freight and charges the proceeds, less duty, fail to cover such freight and charges, the Carrier shall be entitled to recover such difference from the shipper.

ELEVENTH: In the event of claims for loss, damage or short delivery the same shall be adjusted on the basis of the invoice value of the entire shipment adding expenses necessarily incurred.

TWELFTH: Freight and charges to be paid immediately on the landing of the goods, without any allowance, credit or discount Sterling freight payable at short rate of Exchange on London quoted at noon on the day of the Ship's arrival, or, if a holiday, on the preceding day Prepaid Freight cannot be reclaimed, Ship or Goods lost or not lost.

THIRTEENTH: Goods to be taken from the Ship by the Consignees directly they come to and in discharging the Ship, and the Carrier's responsibility to cease, package by package, immediately the goods leave Ship's deck or tackle. If not taken from alongside by Consignees, they will be landed and deposited at the expense of the Consignee, and at his risk of fire, loss or injury on the dock, or in craft the Collector of the Port being hereby authorized to grant a general order for the discharge immediately after the entry of the ship.

FOURTEENTH: Parcels for different Consignees, collected and made up in single packages, addressed to one party for delivery in America, for the purpose of evading payment of parcel freight, will, upon examination by the Customs, be charged with the proper freight on each parcel.

AND FINALLY: In accepting this Bill of Lading, the Shipper, Owner and Consignee of goods agree to be bound by all its stipulations, exceptions, and conditions, whether written or printed, as fully as if they were all signed by such Shipper, Owner or Consignee.

IN WITNESS WHEREOF the Master or Agent of the said Ship has affirmed to Three Bill of Lading, all of this tenor and date, one of which being accomplished the other to stand void.

Filling up only in ports on the way Westward of Gibraltar

Dated in MESSINA the 10 day of June 1895

For the Master

Libellants Ex. 1
(Back)

Chas. Pfizer & Co., Inc.

Treasurer

Libellant's Exhibit 1.

3937

(PHOTOSTAT)

3938

3939

Libellant's Exhibit 2.

3940

FERD. BALLER & CO.
CATANIA

527 Catania, 10th of June 1920

Messrs CHAS. PFIZER & Co. INC.
New York

Invoice of 335 casks citrate of lime bought by you from the Camera Agrumaria and shipped by your order and for your account & risk per British S/S WILLDOMINO Captn ..... from Messina to New York unto your order.

3941

C. A.	335 casks citrate of lime		
P.	Gross kos. 228035		
4967/	Tare " 26324		
/5301	Nett kos. 201711		
Ferd. Baller & Co. Messina.	at L.850,—per 100 kos. basis 64% c. a.	Lit.	1714543,50
	Interests as per attache statement	"	215,—
	Shipping charges at 4.20 per kos. 305 nett	"	2777,65
	Statistical duty at 0.20 per % kos. gross	"	456,05
		Lit.	1717992,20
3942	our commission 1%	"	17179,90
		Lit	1735172,10
	consular fee	"	62,50
		Lit.	1735234,60

(Two canceled stamps) (Stamp—Entered fol. 173 C. H. E.)

Certified correct.
FERD. BALLER & CO.

Subject to settlement of acidity on receipt of certificate of analysis from the Camera Agrumaria.

Libellant's Exhibit 3.

3943

(Letterhead of Williams Steamship Co.)
44 Whitehall Street
New York City

October 5th, 1920.

Chas. Pfizer & Co., Inc.,
81 Maiden Lane,
New York City.

Gentlemen:

We beg to acknowledge receipt of your letter 3944
of October 4th, re 335 Casks of Citrate of Lime now on steamship "WILLDOMINO".

We disclaim any liability of any kind in connection with said Citrate of Lime, or in connection with any duty which you allege that you have paid.

We beg to advise you, however, that if you have paid duty, we understand and are advised that you have absolute right to recover same from the Government upon the abandonment of the merchandise which you claim you are doing.

Yours very truly, 3945

WILLIAMS STEAMSHIP COMPANY, INC.
H. ROBERT BURNEN.

HRB:JF

Libellant's Exhibit 4.

3946

(PHOTOSTAT)

3947

3948

Libellants Ex. 4

FRATELLI BONANNO

(ESTABLISHED 1848)

STEAM SHIP AGENTS & BROKERS,

COAL IMPORTERS.

MESSINA

Agencies at all Sicilian Places.

Telegrams: "BONANNO"

C A

C

5899/6066

Furd. Baller & C.

MESSINA

Said to be marked as per margin. It is specially stipulated that no claim is to be made by the shipper or receiver for any loss arising from difference in marks numbers or contents

FREIGHT

Got per 100 Kg

L. 342. 13. 2

Primage

FREIGHT TO BE PAID

L. 342. 13. 2.

Charges

Freshow

TOTAL L.

SHIPPED by, or receveid for shipment, in apparent good order and condition from Ferd. Baller & C

to be transported by the good Steamship Oklahoma Captain

to NEW YORK with liberty to call at Intermediate Ports or any port or ports in or out of the customary route in any order, to receive and discharge coal, cargo, passengers, and for any other purposes, and if failing shipment by her, then the goods to be shipped by the following steamship or any other of the same line.

L-4

(168) One hundred Sixty Eight Casks Asbestos Crude

said to be marked and numbered as above, weight, measure, quality, contents and value although mentioned in the bill of Lading, to be considered as unknown to the Master, unless expressly recognized and agreed to the contrary, and to be delivered in like good order and condition, within the jurisdiction of the Custom-House of the aforesaid port of NEW YORK

unto Messrs Goldman Sachs & Co.

or to his or their assign, freight on the goods and charges as per margin NEW-YORK ship lost or not lost

General Average payable according to York and Antwerp Rules 1890.

IT IS MUTUALLY AGREED AS FOLLOWS: FIRST: The ship and Carrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters, by fire from any cause wheresoever occuring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of princes, rulers or people, by explosion, bursting of boilers, of breakage of shafts or any latent defect in hull, machinery or appurtenances, or unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners, have exercised due diligence to make the vessel seaworthy, by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners, or other servants of the shipowner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust, sweat, leakage of steamer, shrinkage, leakage, breakage nor for any loss or damage arising from the nature of the goods or the insufficiency or defective condition of packages or insufficiency or illegibility of marks or numbers; address or description; nor for risk of craft, hulk and transhipment; nor for any loss or damage caused by the prolongation of the voyage; nor for any loss or damage occasioned by causes beyond his control, whether of master and crew in the navigation or management of the ship will not liberate the consignee from contributing their proportion to General Average.

SECOND: The ship shall have liberty to sail without pilots, to tow and assist vessels in distress; to deviate for the purpose of saving life or property. That the Carrier shall have liberty to carry goods in lighters to and from the ship at the risk of the goods and to enter any port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to transship the goods to their destination by another vessel.

THIRD: The value of package recognized for an above does not exceed the sum of One Hundred Dollars, unless otherwise stated herein, on which basis the rate of freight is adjusted, whether more or less shall be given and same is entered in the bill of lading. Carrier shall not be liable for gold, silver, bullion, specie, documents, jewelry, works of art, silks, furs, timepieces, porcelain, or other highly valuable articles, unless nature of true character and value thereof is

FOURTH: Shippers shall be liable for any loss or damage to Ship or Cargo caused by inflammable, explosive or other dangerous goods shipped without full disclosure of their nature, whether shipper shall have been aware of it or not, and whether such shipment be personal or agent; and such goods may be thrown overboard, destroyed or rendered harmless at any time without compensation.

FIFTH: The Carrier shall have a lien on the goods for all freight, damages and expenses sustained by the ship or Cargo through such illegal consignment, their weight or contents.

SIXTH: Goods once received for shipment cannot be taken away by the shipper except upon payment of the full freight, damages and expenses sustained by the ship or Cargo through such illegal consignment.

SEVENTH: In case Ship shall be prevented from reaching destination by Quarantine, the Carrier may discharge the goods into any depot or lazaretto, and such a discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred shall be a lien thereon. In case of Blockade or Rejection of the port of discharge or if the ship cannot discharge or receive the goods shall be a lien thereon. In case of Blockade or Rejection of the port of discharge or if the ship cannot discharge or receive the entering of or discharging in the port shall be considered a matter unsafe by reason of war or disturbance, or ice, or from any other cause, the master may land the goods at any other port which he may consider safe at the expense and risk of the owner of the goods. The master to have the right of accomplishing this bill of lading at any other port which he may consider safe.

EIGHTH: The ship has liberty of filling up and on business at any port or ports in or out of the way.

NINTH: Full freight is due on damaged goods and on goods lost by leakage, but no freight is due on any increase in shipping weight caused by the absorbtion of water during the voyage.

TENTH: The carrier shall have a lien on all goods for freight and charges, including dead freight, demurrage, forwarding, charges, charges for carriage to port of transhipment and the same, damages and expenses mentioned in s 5 and 7, and for General Average contributions, and if, on sale of goods at destination for freight and charges the proceeds, less duty, fail to cover such freight and charges, the Carrier shall be entitled to recover such difference from the consignee.

ELEVENTH: In the event of claims for loss, damage or short delivery the same shall be adjusted on the basis of the invoice value of the entire shipment adding expenses necessarily incurred.

TWELFTH: Freight and charges to be paid immediately on landing of the goods, without any allowance, credit or discount. Sterling freight payable at short rate of Exchange on London quoted at noon on the day of the Ship's arrival, or, if a holiday, on the following day. Prepaid Freight cannot be reclaimed. Ship or Goods lost or not lost.

THIRTEENTH: Goods to be taken from the Ship by the Consignee directly they come to and in discharging the Ship, and the Carrier's responsibility to cease, package by package, immediately the goods leave Ship's deck or tackle. If not taken from alongside by the Consignee, they will be landed and deposited at the expense of the Consignee, and at his risk of fire, loss or injury on the dock, or in such other Collector of the Port being hereby authorized to grant a general order for the discharge immediately after the entry at the ship.

FOURTEENTH: Parcels for different Consignees, collected at one landing, to be delivered in one lot to one party for the purpose of evading payment of proper freight, will be charged with the proper freight on examination by the Customs, to be charged with the proper freight on the whole quantity so delivered.

AND FINALLY: In accepting this Bill of Lading, the Shipper and Consignee of goods agree to be bound by all it's stipulations, exceptions and conditions, whether written or printed, as fully as if they were all signed by such shipper, Owner or Consignee.

IN WITNESS WHEREOF the Master or Agent of the said Ship has affirmed to Bills of Lading, all of this tenor, and date, one, of which being accomplished the others to stand void.

Filling up only in ports on the way Westwards of Shanghai

Dated in MESSINA the 10 day of June 1920

For the Master

Libellants Ex. 4
(Back)

DELIVER TO

Goldman Sachs & Co.

COLEMAN SACHS & CO.

Libellant's Exhibit 5.

(Two canceled stamps) 3949

FERD. BALLER & CO.
CATANIA

526 Catania, 10th of June 1920

Messrs CITRO CHEMICAL COMPANY OF AMERICA,
Maywood, N. J.

Invoice of 168 casks citrate of lime bought by you from the Camera Agrumaria and shipped by your order and for your account & risk per British S/S WILLDOMINO Captn ..... from Messina to New York 3950
unto Messrs Goldman, Sachs & Co.

C. A.	168 casks citrate of lime		
C. 5899/6066	Gross kos. 114220		
	Tare 13127		
	Nett kos. 101093		
Ferd. Baller & Co. Messina.	at L.850,—% kos. basis 64% c. a.	Lit.	859290,50
	Interest at 7,50% for 13 days (from June 3 to June 16)	"	2327,15
	Shipping charges at L.4,20 per 305 kos. nett	"	1392,10
	Statistical duty at 0,20 per 100 kos. gross	"	228,45 3951
	Italian Bill stamp	"	435,95
		Lit.	863674,15
	at 17,25 sight	S.	50068,05
	Our commission 1%	"	500,70
	Consular Fee	"	2,50
		S.	50571,25

Subject to settlement of acidity on receipt of certificate of analysis from the Camera Agrumaria.

Certified Correct
FERD. BALLER & CO.

Libellant's Exhibit 5.

3952 s/s. WILLDOMINO — Catania, June 1920

from Messina to New York

N.	Tara KILO	Brutto KILO	N.	Tara KILO	Brutto KILO	N.	Tara KILO	Brutto KILO
5899	77	647	5929	78	664			
5900	82	629	30	78	695			
1	77	649	1	78	752	Recapitulation		
2	77	668	2	78	638			
3	78	655	3	80	694			
4	78	662	4	78	654		786	6548
5	78	671	5	78	673		766	6719
6	82	666	6	78	650		788	6768
7	78	634	7	86	646		788	6723
8	79	667	8	76	657		239	1983
3953	786	6548		788	6723		3367	28741
								3367
5909	79	672	5939	84	657			
10	74	619	40	77	628		nett kos.	25374
1	79	651	1	78	698			
				239	1983			
2	72	688						
3	77	645				C. A.		
4	84	685				C.		
5	76	707				5899/5941		
6	75	694						
7	73	658				43 casks citrate of lime.		
8	77	700						
	766	6719						
3954								
5919	79	654						
20	79	704						
1	79	662						
2	78	637						
3	83	701						
4	78	688						
5	78	704						
6	78	704						
7	80	671						
8	76	643						
	788	6768						

Libellant's Exhibit 5.

s.s. WILLDOMINO — Catania, Juna 1920 — 3955

from Messina to New York

N.	Tara KILO	Brutto KILO
5942	76	708
3	81	686
4	65	674
5	76	650
6	68	667
7	65	669
8	91	706
9	84	697
50	83	728
1	86	714
	775	6899
5952	72	710
3	77	716
4	80	695
5	66	639
6	73	730
7	81	701
8	66	597
9	79	720
60	73	667
1	69	665
	736	6840
5962	88	709
3	70	644
4	87	700
5	77	676
6	94	669
7	75	690
8	82	693
9	86	723
70	86	687
1	83	704
	828	6895

N.	Tara KILO	Brutto KILO
5972	68	664
3	77	660
4	77	651
5	76	737
6	76	726
7	78	669
8	78	646
9	81	666
80	75	725
1	74	712
	760	6856
5982	77	752

N.	Tara KILO	Brutto KILO
Recapitulation		
	775	6899
	736	6840
	828	6895
	700	6856
	77	752
	3176	28242
		3176
		3956
	nett kos.	25066

C. A.
C.
5942/5982

41 casks citrate of lime.

3957

Libellant's Exhibit 5.

3958 s/s. WILLDOMINO — Catania, June 1920

from Messina to New York

N.	Tara KILO	Brutto KILO	N.	Tara KILO	Brutto KILO
5983	86	719	6013	80	708
4	79	746	4	67	637
5	74	701	5	76	639
6	80	749	6	69	658
7	81	695	7	68	638
8	84	678	8	67	634
9	81	723	9	63	630
90	85	675	20	68	647
1	81	711	1	74	650
2	78	699	2	68	661
	809	7096		700	6502
5993	77	656			
4	85	664	6023	83	659
5	86	750	4	78	646
6	84	646		161	1305
7	82	739			
8	80	628			
9	77	666			
6000	69	669			
1	84	649			
2	78	725			
	802	6772			
6003	79	706			
4	80	737			
5	79	606			
6	86	722			
7	83	668			
8	79	670			
9	78	660			
10	64	629			
1	79	634			
2	72	613			
	779	6645			

3959

3960

Recapitulation

N.	Tara KILO	Brutto KILO
	809	7096
	802	6772
	779	6645
	700	6502
	161	1305
	3251	28320
		3251

nett kos. 25069

C. A.
C.

5983/6024

42 casks citrate of lime.

Libellant's Exhibit 5.

S/S. WILLDOMINO — Catania, June 1920 — 3961

from Messina to New York

N.	Tara KILO	Brutto KILO
6025	79	663
6	89	738
7	76	644
8	76	545
9	70	656
30	78	674
1	83	622
2	82	701
3	72	607
4	78	734
	783	6584
6035	74	601
6	79	730
7	85	719
8	82	710
9	92	727
40	83	666
1	71	700
2	78	621
3	85	720
4	93	713
	822	6907
6045	84	674
6	93	704
7	87	702
8	80	725
9	91	684
50	86	712
1	84	732
2	82	704
3	84	753
4	70	721
	841	7111

N.	Tara KILO	Brutto KILO
6055	71	692
6	71	710
7	72	624
8	70	698
9	92	735
60	71	729
1	69	732
2	71	679
3	70	720
4	82	645
	739	6964
6065	72	665
6	76	686
	148	1351

N.	Tara KILO	Brutto KILO

Recapitulation.

	783	6584
	822	6907
	841	7111
	739	6964
	148	1351
	3333	28917

3962

3333

nett kos. 25584

C. A.
C.

42 casks citrate of lime.

6025/6066

3963

Libellant's Exhibit 6.

3964

This was attached to Invoice put in this folder.

"Wilshipco" New York NEW YORK

Aug. 14, 1920.

Citro Chemical Co.,
Maywood, N. J.

To WILLIAMS STEAMSHIP COMPANY, DR.
Incorporated
Ship Agents and Brokers
44 Whitehall Street

3965

Telephones Bowling Green—7394, 7395, 7396

Codes:
Western Union
5 Letter Edition
Scott's 10th Edition

To ocean transportation 168 Casks Citrate of Lime, per S. S. "WILLDOMINO" from Messina, B/L dated June 10th, 1920. $1350.93

RECEIVED PAYMENT

3966

WILLIAMS STEAMSHIP COMPANY, INC.
By J. S. RAUCH.

Libellant's Exhibit 7.

3967

(Letterhead of Williams Steamship Co.)

44 Whitehall Street
New York City

August 16th, 1920.

Delivery Clerk,
S/S "Willdomino"
Pier C, Jersey City.

Dear Sir:—

3968

Please deliver to Citro Chemical Company, Mapwood, N. J. or their order, 168 Casks Citrate of Lime, marked

C A
C
5899/6066
Ford, Baller & C.
MESSINA.

Bill of lading dated Messina June 10th, 1920 S/S "Willdomino".

Kindly secure receipt upon delivery of merchandise.

3969

Very truly,

WILLIAMS STEAMSHIP COMPANY, INC.
J. S. RAUCH.

JSR.

Libellant's Exhibit 8.

3970

(Letterhead of Williams Steamship Co.)

44 Whitehall Street
New York City

October 2nd, 1920.

Citro Chemical Co.,
Maywood, N. J.

Gentlemen:

3971 You will please take notice that 168 casks of Citrate of Lime, which arrived on the steamship "WILLDOMINO" from Messina, consigned to Messrs. Goldman, Sacks & Co., and said to be the property of Citro-Chemical Company of Maywood, N. J., is now on board the said steamship at Tietjen & Lang's Dry Dock, 17th Street and Park Avenue, Hoboken, N. J. and that we are now ready to deliver same.

You are hereby notified to place your lighter alongside said steamer Tuesday morning at nine o'clock for this purpose.

3972 Yours very truly,

WILLIAMS STEAMSHIP COMPANY, INC.
PAUL A. DWYER.

PAD:JF
CC-Bertschmann & Maloy,
53 Beaver St., N. Y. C.

Libellant's Exhibit 9.

3973

(Copy)

October 4, 1920.

The Williams Steamship Company, Inc.,
44 Whitehall Street,
New York, N .Y.

Gentlemen:— 168 CASKS CITRATE OF LIME
NOW ON S/S "WILLDOMINO".

We have your letter of the 2nd instant with respect to the above shipment. We have had 3974
this shipment carefully examined and find that it is absolutely worthless by reason of the damage which it sustained while in your custody. Accordingly, we abandon it to you and decline to take delivery of it.

As a matter of fact, if we had known the condition of this shipment before we paid our freight, we would not have paid any freight, as the goods are no longer in specie and we reserve our rights in respect of the freight which we have already paid under a mistake of fact.

3975

Yours very truly,

CITRO CHEMICAL COMPANY.

WWW/ES Secy. & Gen'l. Mgr.

3976

Libellant's Exhibit 10.

(PHOTOSTAT—both sides)

3977

3978

A. H. BULL & CO.

NEW YORK, N.Y.

MEDITERRANEAN—BLACK SEA SERVICE

Carried by A. H. BULL & CO. as Agents (the term Carrier hereinafter used to be taken as including said steamship and any substitute or continuing Carrier) from the shipper named on the back hereof, the packages described on the back hereof (hereinafter called the Goods, the Carrier's responsibility in respect of description thereof being limited as hereinafter provided) in apparent good order and condition; TO BE TRANSPORTED by steamship named on the back hereof (subject to substitution and other liberties as hereinafter provided, the term Vessel hereinafter used to be taken as including said steamship and any substituted or continuing vessel) to the destination named on the back hereof, or as near thereto as the Vessel can safely lie, lying always afloat, and there delivered in like good order and condition, in manner as hereinafter provided, upon payment of any unpaid freight and other sums payable hereunder by shipper, consignee and/or assigns, to the consignee named on the back hereof, or Order if so provided.

SUBJECT ALWAYS TO THE TERMS, CONDITIONS AND EXCEPTIONS OF THIS CONTRACT (upon which the rate of freight is based) AND WHICH ARE HEREBY MUTUALLY AGREED AS FOLLOWS:—

1. Parcel or id the number of packages all the particulars herein contained of the Goods as furnished by the shipper, the Carrier assumes nothing as to same, whether by way of description, marks, numbers, quantity, quality, contents, value, weight or measurement, and shall not be liable for any loss or damage to the Goods arising from any part of the Carrier's duty under this Bill of Lading not having been performed before, during or after the transit.

2. The words "Steamship Owner" as used herein include any person or persons or corporation or any part of them interested in the ownership or operation of any vessel or vessels, whether named on the vessel or any vessel or vessels, or any part or parts of any vessel or vessels, performing the whole or any part of the transportation herein provided for, and any such person or corporation may perform any of the duties and exercise any of the rights and immunities hereunder of the Carrier. The Carrier shall be entitled to employ any person, firm or corporation to act as its agent for any purpose whatsoever in connection with the Goods, and all such persons, firms or corporations shall be entitled to the benefit of all the provisions of this Bill of Lading as if they were the Carrier.

3. The Carrier shall have liberty, but shall not be obliged, to carry the Goods by any or all conveyances, vessels, boats, craft, lighters, barges, railroads, motor trucks or other means of transportation, whether owned or operated by the Carrier or not, and by any route or routes, at any time and in any order, whether or not customary or specified herein, and to transfer the Goods from one conveyance to another, and to deviate for the purpose of loading or discharging cargo or passengers, or for any purpose whatsoever, whether connected with the voyage or not, and to call at any port or place whether named herein or not, and to store the Goods at any such port or place, and to load and unload the Goods at any port or place, and to forward the Goods by any means of transportation, even though the same may involve additional charges, and all such transportation shall be subject to the terms hereof. The Carrier shall have a lien on the Goods for all charges incurred in respect thereof. The Carrier shall not be liable for any loss of or damage to the Goods occasioned by the acts of any such other Carrier or person, or by the negligence of any of its or their servants, agents or employees, and the Carrier shall not be liable for any loss of or damage to the Goods occasioned by the Carrier's own negligence or the negligence of its servants, agents or employees, unless such negligence shall be proved by the shipper, consignee and/or assigns. The Carrier shall not be liable for any loss of or damage to the Goods occasioned by the negligence of any such other Carrier or person, or by the negligence of any of its or their servants, agents or employees, unless such negligence shall be proved by the shipper, consignee and/or assigns, and then only to the extent of the proportion of the freight received by the Carrier which the value of the Goods lost or damaged bears to the total freight received by the Carrier for the transportation of the Goods, but in no event shall the Carrier be liable for more than the value of the Goods as stated in Clause 6 hereof. The Carrier shall not be liable for any loss of or damage to the Goods occasioned by the negligence of any such other Carrier or person, or by the negligence of any of its or their servants, agents or employees, unless such other Carrier or person is a subcontractor or agent of the Carrier, and

(CONTINUED FROM OVERLEAF)

28. The Shipper, Vessel, Consignee, Destination and Goods referred to overpage (if mentioned or described on this side (back) hereof are as follows,

Shipper Ferd. Ballin & Co Consignee Order of Advise

Shipped from NEW YORK

Steamer Owner or Charterer Owner Name of Vessel Danish Commercial Steamship B/L Number 11

Port who may be notified (If Consigned to order) (But no claim is admitted unless timely)

SHIPPER'S DESCRIPTION OF GOODS
(Carrier's responsibility for description being limited as hereinbefore provided)

Marks	Numbers	Number of Packages	Description	GROSS WEIGHT Kilos	GROSS WEIGHT Lbs.	Cubic Feet	Value See Clause 8
C A P	8961 / 9446	483	Four hundred eighty Three Casks Extract of Linn L	341019			

Ferd Ballin & Co
Messina

"Please notify: messrs Chas. Pfizer & Co. Inc. 81 Maiden Lane. New York. upon arrival"

STEAMER FILLING UP ONLY ON HER WAY FROM SEWARD TO NEW YORK.

27. AND FINALLY In accepting this Bill of Lading the Shipper, Owner and Consignee of the goods agree to be bound by all its terms, conditions, exceptions and exemptions on this page and on overpage, whether written, printed or stamped, as fully as if signed by all of them.

In Witness Whereof, the Carrier by its representative has signed three Bills of Lading (exclusive of non-negotiable copies) all of the same tenor and date, one of which being accomplished the others to stand void.

Dated at Messina 12 June 1917

A. H. BULL & CO. Agents

	RATE PER 40 CU. FT.	FREIGHT
		FREIGHT PAYABLE AT DESTINATION
PREPAID $		1554.32

DEPOSITION EX. 10 (Back)

Libellants Ex. 11

L-11
Fwd 7/23
Jcb

Società Nazionale di Navigazione

Capitale Lit. 150.000.000 interamente versato

SEDE IN GENOVA

ERNESTO ILZARDI & FIGLI

STEAM-SHIP OWNERS, AGENTS & BROKERS

MESSINA

Charges £ .....

Primage 5 % » .....

Total £ .....

Freight.

Kos 175.512 at 35/ p. 1000 Kos. Ls. .....

FREIGHT PAYABLE

Shipped, in apparent good order and condition by Ferd. Baller & C.

Quintale San Giorgio / being understood that goods received on the ship's wharves or lighters are to be considered as shipped, ship's liability being the same as if on board, bound for NEW YORK with liberty to call at any port.

C.A
F
253/443
598/783
Ferd. Baller & C
Messina

(261) two hundred Sixty one Casks Extract of Lime K 175.512

Steamer filling up only on her westward way to Newyork

Said to be marked and numbered as above (weight, measure, quality, contents and value, although mentioned in the Bill of Lading, to be considered as unknown to the Master, unless expressly recognised and agreed to the contrary), and to be delivered in like good order and condition at NEW YORK or any other place within the jurisdiction of the Custom-House of the aforesaid port of NEW YORK unto Chas Feiger & Co Inc New York or to his or their assigns, freight on the goods to be paid at NEW YORK and charges as per margin. General Average payable according to York and Antwerp Rules 1890.

IT-IS MUTUALLY AGREED AS FOLLOWS: FIRST: The Ship and Carrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters, by fire from any cause or whatsoever occurring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of princes, rulers or people, by explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances, or unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners have exercised due diligence to make the vessel seaworthy, by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence default or error in judgment of the pilot, master, mariners, or other servants of the ship owner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust, sweat, change of character, shrinkage, leakage, breakage, nor for any loss or damage arising from the nature of the goods or the insufficiency of the packages; nor for any country damages; nor for the obliteration, errors, insufficiency or absence of marks or numbers, address or description; nor for riot, of craft, hulk and transhipment; nor for any loss or damage caused by the prolongation of the voyage; nor for any loss or damage occasioned by causes beyond his control. Fault of master and crew in the navigation or management of the ship will not liberate the consignee from contributing their proportion to General Average.

SECOND: The ship shall have liberty to sail without pilots; to tow and assist vessels in distress; to deviate for the purpose of saving life or property; that the Carrier shall have liberty to convey goods in lighters to and from the ship at the risk of the owner of the goods and in case the ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the goods to their destination by another vessel.

THIRD: The value of each package receipted for as above does not exceed the sum of One Hundred Dollars, unless otherwise stated herein, on which basis the rate of freight is adjusted. Neither Ship nor Carrier shall be liable for gold, silver, bullion, specie, documents, jewelry, works of art, silks, furs, timepieces, porcelain, or other highly valuable articles, unless notice of true character and value thereof is given, and same is entered in the bill of lading.

FOURTH: Shippers shall be liable for any loss or damage to ship or Cargo caused by inflammable, explosive or other dangerous goods, shipped without full disclosure of their nature, whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed at any time without compensation.

FIFTH: The Carrier shall have a lien on the goods for all loss or damages which the ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking of packages or description of their weight or contents.

SIXTH: Goods once received for shipment cannot be taken away by the shipper except upon payment of the full freight, damages and expenses sustained by the ship or Cargo through such taking away.

SEVENTH: In case ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the goods into any depot or lazaretto, and such discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon. In case of blockade or interdict of the port of discharge or if without such blockade or interdict the entering of or discharging in the port shall be considered by the master unsafe by reason of war or disturbance, or ice, or strikes or lock-outs, or from any other cause, the master may land the goods at any other port which he may consider safe at the expense and risk of the owner of the goods. The master to have the right of accomplishing this bill of lading at any other port which he may consider safe.

EIGHTH: The ship has liberty of filling up and/or bunkering at any port or ports in or out of the way.

NINTH: Full freight is due on damaged goods and on goods diminished by leakage, but no freight is due on any increase in bulk or weight caused by the admixture of water during the voyage.

TENTH: The carrier shall have a lien on all goods or payment of freight and charges, including dead freight, demurrage, forwarding charges, charges for carriage to [illegible] and for General Average claims, and, if on a sale of

Società Nazionale di Navigazione

Capitale L.it. 150.000.000 interamente versato

SEDE IN GENOVA

ERNESTO ILARDI & FIGLI

STEAM-SHIP OWNERS, AGENTS & BROKERS

Charges MESSINA

Primage 5 % »

Total £.

Freight.

Kns 175.512 at 35/ p. 1000 Kgs. Lt.

FREIGHT PAYABLE AT DESTINATION

Ch.M. at p. Cubic Meter »

Freight in all Lt. 30.7.3/-

353/463
598/783
Prod. Ballerà e
Messina

Steamer filling up only on her westward way to Newyork

Shipped in good order and condition by Messrs. Ernesto Ilardi & Figli at NEW YORK or any other place within the jurisdiction of the Custom-House of the aforesaid port of NEW YORK unto Chas Figlio & C. one Mew-York or to his or their assigns, freight on the goods to be paid at NEW YORK and charges as per margin. General Average payable according to York and Antwerp Rules 1890.

IT-IS MUTUALLY AGREED AS FOLLOWS: FIRST: The ship and Carrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters, by fire from any cause or whatsoever occurring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of princes, rulers or people, by explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances, or unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners have exercised due diligence to make the vessel seaworthy, by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence default or error in judgment of the pilot, master, mariners, or other servants of the ship owner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust, sweat, change of character, shrinkage, leakage, breakage, nor for any loss or damage arising from the nature of the goods or the insufficiency of the packages; nor for any country damages; nor for the obliteration, errors, insufficiency or absence of marks or numbers, address or description; nor for risk of craft, hulk and transhipment; nor for any loss or damage caused by the prolongation of the voyage; nor for any loss or damage occasioned by causes beyond his control. Fault of master and crew in the navigation or management of the ship will not liberate the consignees from contributing their proportion in General Average.

SECOND: The ship shall have liberty to sail without pilots; to tow and assist vessels in distress; to deviate for the purpose of saving life or property; that the Carrier shall have liberty to convey goods in lighters to and from the ship at the risk of the owner of the goods and in case the ship shall put into a port of refuge or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the goods to their destination by another vessel.

THIRD: The value of each package receipted for as above does not exceed the sum of One Hundred Dollars, unless otherwise stated herein, on which basis the rate of freight is adjusted. Neither Ship nor Carrier shall be liable for gold, silver, bullion, specie, documents, jewelry, works of art, silks, furs, timepieces, porcelain, or other highly valuable articles, unless notice of true character and value thereof is given, and same is entered in the bill of lading.

FOURTH: Shippers shall be liable for any loss or damage to ship or Cargo caused by inflammable, explosive or other dangerous goods, shipped without full disclosure of their nature, whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed at any time without compensation.

FIFTH: The Carrier shall have a lien on the goods for all fines or damages which the ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking of packages or description of their weight or contents.

SIXTH: Goods once received for shipment cannot be taken away by the shipper except upon payment of the full freight, damages and expenses sustained by the ship or Cargo through such taking away.

SEVENTH: In case ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the goods into any depot or lazaretto, and such a discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon. In case of blockade or interdict of the port of discharge or if without such blockade or interdict the entering of or discharging in the port shall be considered by the master unsafe by reason of war or disturbance, or loss, or strikes or lock-outs, or from any other cause, the master may land the goods at any other port which he may consider safe at the expense and risk of the owner of the goods. The master to have the right of accomplishing this bill of lading at any other port which he may consider safe.

EIGHTH: The ship has liberty of filling up and/or bunkering at any port or ports in or out of the way.

NINTH: Full freight is due on damaged goods and on goods discharged by lighters, but no freight is due on any increase in bulk or weight caused by the absorption of water during the voyage.

TENTH: The carrier shall have a lien on all goods or payment of freight and charges, including dead freight, demurrage, forwarding charges, charges for carriage to port of transhipment and the fines, damages and expenses mentioned in § 5 and § 7, and for General Average claims, and, if on a sale of goods at destination for freight and charges the proceeds, less duty, fail to cover such freight and charges, the Carrier shall be entitled to recover such differences from the Shipper.

ELEVENTH: In the event of claim for loss, damage or short delivery the same shall be adjusted on the basis of the invoice value of the entire shipment adding expenses necessarily incurred.

TWELFTH: Freight and charges to be paid immediately on the landing of the goods, without any allowance, credit or discount, Sterling freight payable at short sight of Exchange on London quoted at noon on the day of the Ship's arrival, or, if a holiday, on the preceding day. Prepaid Freight cannot be reclaimed, Ship or Goods lost or not lost.

THIRTEENTH: Goods to be taken from the Ship by the Consignees directly they come to and in discharging the ship, and the Carrier's responsibility to cease, packages by lighters, immediately the goods leave the Ship's deck or tackle. If not taken from alongside by Consignees, they will be landed and deposited at the expense of the Consignees, and at his risk of fire, loss or injury, on the dock, or in craft, the Collector of the Port being hereby authorized to grant a general order for the discharge, immediately after the entry of the ship.

FOURTEENTH: Parcels for different Consignees, collected and made up in single packages, addressed to one party for delivery in America, for the purpose of evading payment of parcel freight, will, upon examination by the Consignee, be charged with the proper freight on such parcels.

FIFTEENTH: Also, owing to conditions of war or hostilities existing or threatened, this shipment is accepted at the sole risk of the owners thereof of capture, seizure, detention or interference of any kind by any Power; and the carrier and the representatives are privileged in its or their absolute discretion, if deemed proper for the protection of the vessel or any cargo or to avoid loss, damage, delay, seizure or other disadvantage or danger, either with or without proceeding in or towards the port of discharge or entering or attempting to enter or discharge the goods there, to take any safety or damage be permitted or not to proceed to any other port or ports or return to the port of shipment, once or oftener in any order or rotation, reshipping the goods on board or discharging the same at risk and expense of the owners thereof at any such port or ports at the first or any subsequent call, and full bill of lading freight for the whole distance to the ultimate destination and all other charges shall be paid by shipper, consignee and/or assignee, and shall be a lien on the goods.

AND FINALLY: In entering into this bill of Lading, the Shipper, Owner and Consignee of the goods agree to be bound by all the stipulations, exceptions and conditions, whether written or printed, as fully, as if they were all signed by such Shipper, Owner or Consignee.

IN WITNESS WHEREOF the Master or Agent of the said ship has affirmed to Four Bill of Lading, all of this tenor and date, one of which being accomplished the others to stand void.

Dated at Messina the 16 day of January 1899

FOR THE MASTER
Ernesto Ilardi & Fig.
Agents.

NB. It is agreed that shipowners are not responsible for weak condition of cases with potatoes, onions, wine, oil, sardines or any other goods, nor for breakage or damage from any cause whatever, nor for leakage from any cause whatever (including slipstings) nor for holes made by hooks, nor for shortages or damages resulting from goods, packed in bales or bags.

N.B. Ore dalla data di partenza del presente, sulla merce non ritirata s'intende [illegible] al pericolo, spese di magazzinaggio e secondo le tariffe e degli usi vigenti nel porto.

Libellant's Exhibit 11.

3979

(PHOTOSTAT—both sides)

3980

3981

Libellant's Exhibit 12.

3982

(PHOTOSTAT)

3983

3984

Libellants Ex.12

FRATELLI BONANNO
MESSINA
AGENTS

Lloyd Insulare

SOCIETÀ ANONIMA IMPRESE MARITTIME
E COMMERCIO CARBONI

Head office PALERMO

Branches Catania - Messina - Syracuse - Licata
Porta Empedocle - Trapani - Milazzo

L - 12 Feb 27/23

Shipped, in apparent good order and condition, by Ferd. Baller & Co now lying in the
on board the Steamship Lloyd for carriage to NEW YORK the following goods
Port of Messina
viz.:— 36 Seven hundred thirty six Casks Extract of Lime L. 514.99

marked and numbered as per margin. The said Goods to be delivered, from the Steamer's deck (where Steamer's responsibility ceases) to Lund Commercial Warehouse

or to their Assigns, in the like good order and condition, subject to the clauses and conditions expressed in this Bill of Lading, which constitutes the Contract of Carriage between the Shipowners, Shippers, and Consignees and/or Owners of the goods.

The Freight, Primage, and other charges (if any) as stated in the margin, to be paid by receivers in exchange for Bill of Lading or Delivery Order, and are due, if paid by Shippers, Goods or Vessel lost or not lost, on signing of the Bills of Lading; if payable by Consignees, on arrival of the Goods at Port of discharge, in cash, at the current rate of exchange on date of Steamer's arrival. The Owners of the Steamer, their Agents, and the Master, jointly and severally, have the right to retain the Goods mentioned in this Bill of Lading, or part of them, in payment of Freight, Primage, Charges, Demurrage, or Average, due by the Shippers or Consignees, to whomsoever the Goods may belong, for account of the same or of former Freights, &c., not settled. Average payable according to York/Antwerp Rules, 1890. Steamer to have liberty to adjust compasses, and also to dock with cargo on board, after commencing the voyage, to carry cattle or other cargo on deck, to sail without pilots, and to tow and assist vessels in all situations, and to save life and/or property.

Any duty, tax, or impost, of whatever nature, levied upon the Steamer by the authorities at the Port of Discharge, or elsewhere, for, or in connection with the Goods herein described, to be paid by the Consignees of the Goods before delivery.

Shippers undertake to mark each package before shipment with the name of the Port of destination in letters of least two inches in length, and not to ship liquids, or other goods which may cause damage, without marking the nature of the contents on the outside of each package; also to endorse on the Bills of Lading all requisite particulars in time to enable the Steamer to be cleared at the Port of loading or transhipment, and to complete Customs Documents, and comply with all regulations imposed by the authorities at Ports of Shipment or Discharge.

Shippers shall be liable for any loss or damage caused by inflammable, explosive, or dangerous Goods, to Ship, Cargo, or otherwise, shipped without full disclosure of their nature, whether such Shippers shall have been aware of it or not, and whether such Shippers be principals or agents; such Goods may be thrown overboard or destroyed by the Master of the Steamer at any time without any liability in respect thereof attaching to the Master or Owner of the Steamer.

The Company shall not be responsible for any loss, detention of, or damage to the Goods, or the consequences thereof, or expenses occasioned by and/or arising from any of the following causes: — viz., The Act of God, Perils of the Sea, Fire on Board, in Hulk, or Craft, or on Shore; Barratry of the Master or Crew, Enemies, Pirates, Robbers, or Thieves (whether the latter be in the service of the ship or not), Arrests and Restraints of Princes, Rulers, and People, Collisions and Strandings excepted. Not answerable for any act, neglect, default, or error in judgment of the Pilot, Master, Crew, Stevedores, or other Persons whomsoever for whose acts the Owners would otherwise be responsible in the navigation or management of the ship or in towing or any way dealing with the cargo or otherwise howsoever, or for Straining, Jettison, Accidents of Navigation, Lighterage, Transhipment, Land Transit or Storage Afloat or Ashore, Canals and Rivers, Leakage, Breakage, Rust, Heat, Sweat, Hook Marks, or Injury from Hooks, Bilging of Packages, decay or change of character arising from the nature of the Goods shipped, from insufficiency of Packages or Packing, from Steam, Rain, or Spray; from Stowage contact with, or Smell, or Evaporation from other Goods; from effects of Climate, or from the heat of Holds or otherwise howsoever; obscure, inaccuracy or obliteration of Marks, Numbers, Destination, or Address of the Packages. Not answerable for any of the following causes or for the consequences thereof or arising therefrom: — Explosion, bursting of the Boilers, breakage of Shafts or any latent defect in the Hull, Boilers, Machinery, or Appurtenances, or unseaworthiness or unfitness of the Ship, Machinery, Appurtenances, whether existing prior to or at the time of loading or sailing, from which unseaworthiness or unfitness, loss, or damage would not arise if the ship were navigated or managed with ordinary care and skill, or for any other unseaworthiness or unfitness whether existing prior to or at the time of loading or sailing unless it is established as regards such other unseaworthiness and unfitness the owners have not exercised due diligence to make the vessel seaworthy.

The Company reserve to themselves liberty to carry Goods of all kinds, dangerous or otherwise, also before sailing, or at any period of the voyage, and so often as may be deemed expedient at any port or place, to tranship, or land and re-ship, by lighter or otherwise, the Goods at the Port of Shipment, or at any Port or Ports into any other Steamer or conveyance; or to discharge the Goods from the Steamer as soon as she is ready to unload on the Quay, or into Hulk, or temporary Depôt, Lazaretto, or hired Lighter, at the option of and by the Agent of the Owners of the Vessel, at the Shippers' or Consignees' risk and expense, the Shipowner's responsibility in all cases ceasing as soon as the goods leave the Ship's tackle.

In case any part of the Goods cannot be found for delivery during the Steamer's stay at the Port of Destination, they are to be forwarded, when found, at the Company's expense, the Steamer not to be held liable for any claim for delay or otherwise.

In case of the Blockade or Interdict of the Port of Discharge, Strikes or Lock-outs, or if the Master shall consider it unsafe or impracticable to enter, enter, or Discharge cargo in the Port of Discharge, or if the Steamer shall be prevented by any cause whatever from loading the cargo at the Port of Discharge, whether by reason of War, Quarantine, or Disturbances, peril, state of the weather, or otherwise, or the consequences thereof, the Master may in his unquestioned discretion land, discharge, or tranship the Goods, or any part thereof, into any Depôt, Ship, Hulk, or Lazaretto or Quay where at the expense and risk of the Owners of the Goods, the Company being free from all liability or responsibility

Libellants Ex. 12
(Back)

deliver to Kunhardt & Brunck

Lund & Hunt

FRATELLI BONANNO — MESSINA — AGENTS

BUONO DOMENICALI ITALIA AGENTE

Messrs. Chas. Meyer & Co. Inc., 81 Maiden Lane, N.Y.

NOTICE: MESSRS. CHAS. MEYER & CO. INC. 81 MAIDEN LANE, N.Y. TO BE NOTIFIED ON ARRIVAL OF GOODS

C. A. P. 5154/5889 Ferd. Baller & Co Messina

L

PICKING UP ONLY ON HER WAY WESTWARD TO NEWYORK

ABEN

Lloyd Insulare

SOCIETÀ ANONIMA IMPRESE MARITTIME
E COMMERCIO CARBONI

Head office PALERMO

Branches Catania - Messina - Syracuse - Licata
Porto Empedocle - Trapani - Milazzo

STEAMER FILLING UP ONLY ON HER WAY POSTWARD TO NEWYORK

C. L
D 1
5154/5884
Ferd. Bäller & Co
Messina

Freight at 32/-	pr. Ton 2240	8	3	6	7	8	
" "	"						
" "	"						
" "	"						
" "	"						
Primage							
"	FREIGHT TO BE PAID						
Charges							
Collecting on charges							
Bills of lading							
Total:		8	3	6	7	8	

Payable at NEW YORK

Postage: Messrs. Chas. Fiser & Co. Ltd. Mail Boat upon arrival

marked and numbered as per margin. The said Goods to be delivered [illegible]
bility ceases) to Banco Commerciale Italiana

or to their Assigns, in the like good order and condition, subject to the clauses and conditions expressed in this Bill of Lading, which constitutes the Contract of Carriage between the Shipowners, Shippers, and Consignees, and/or Owners of the goods.

The Freight, Primage, and other charges (if any) as stated in the margin, to be paid by Receivers in exchange for Bill of Lading or Delivery Order, and are due, if paid by Shippers, Goods or Vessel lost or not lost, on signing of the Bills of Lading; if payable by Consignees, on arrival of the Goods at Port of discharge, in cash, at the current rate of exchange on date of Steamer's arrival. The Owners of the Steamer, their Agents, and the Master, jointly and severally, have the right to retain the Goods mentioned in this Bill of Lading, or part of them, in payment of Freight, Primage, Charges, Demurrage, or Average, due by the Shippers or Consignees, to whomsoever the Goods may belong, for account of the same or of former Freights, &c., not settled. Average payable according to York/Antwerp Rules, 1890. Steamer to have liberty to adjust compasses, and also to dock with cargo on board, after commencing the voyage, to carry cattle or other cargo on deck, to sail without pilots, and to tow and assist vessels in all situations, and to save life and/or property.

Any duty, tax, or impost, of whatever nature, levied upon the Steamer by the authorities at the Port of Discharge, or elsewhere, for, or in connection with the Goods herein described, to be paid by the Consignees of the Goods before delivery.

Shippers undertake to mark each package before shipment with the name of the Port of destination in letters of least two inches in length, and not to ship liquids, or other goods which may cause damage, without marking the nature of the contents on the outside of each package; also to endorse on the Bills of Lading all requisite particulars in time to enable the Steamer to be cleared at the Port of loading or transhipment, and to complete Consular Documents, and comply with all regulations imposed by the authorities at Ports of Shipment or Discharge.

Shippers shall be liable for any loss or damage caused by inflammable, explosive, or dangerous Goods, to Ship, Cargo, or otherwise, shipped without full disclosure of their nature, whether such Shippers shall have been aware of it or not, and whether such Shippers be principals or agents; such Goods may be thrown overboard or destroyed by the Master of the Steamer at any time without any liability in respect thereof attaching to the Master or Owner of the Steamer.

The Company shall not be responsible for any loss, detention of, or damage to the Goods, or the consequences thereof, or expenses occasioned by and/or arising from any of the following causes: — viz., The Act of God, Perils of the Sea, Fire on Board, in Hulk, or Craft, or on Shore; Barratry of the Master or Crew, Enemies, Pirates, Robbers, or Thieves (whether the latter be in the service of the ship or not), Arrests and Restraints of Princes, Rulers, and People, Collisions and Strandings excepted. Not answerable for any act, neglect, default, or error in judgment of the Pilot, Master, Crew, Stevedores, or other Persons whomsoever for whose acts the Owners would otherwise be responsible in the navigation or management of the ship or in stowing or any way dealing with the cargo or otherwise howsoever, or for Straining, Jettison, Accidents of Navigation, Lighterage, Transhipment, Land Transit or Storage Afloat or Ashore, Canals and Rivers, Leakage, Breakage, Rust, Heat, Sweat, Hook Marks, or Injury from Hooks, Soiling of Packages, decay or change of character arising from the nature of the Goods shipped, from insufficiency of Packages or Packing, from Steam, Rain, or Spray; from Stowage contact with, or Smell, or Evaporation from other Goods; from effects of Climate, or from the heat of Holds or otherwise howsoever; or damage, inaccuracy or obliteration of Marks, Numbers, Destination, or Address of the Packages. Not answerable for any of the following matters or for the consequences thereof or arising therefrom: — Explosion, bursting of the Boilers, breakage of Shafts or any latent defect in the Hull, Boilers, Machinery, or Appurtenances, or unseaworthiness or unfitness of the Ship, Machinery, Appurtenances, whether existing prior to or at the time of loading or sailing, from which unseaworthiness or unfitness, loss, or damage would not arise if the ship were navigated or managed with ordinary care and skill, or for any other unseaworthiness or unfitness whether existing prior to or at the time of loading or sailing unless it is established as regards such other unseaworthiness and unfitness the owners have not exercised due diligence to make the vessel seaworthy.

The Company reserve to themselves liberty to carry Goods of all kinds, dangerous or otherwise, also before sailing, or at any period of the voyage, and so often as may be deemed expedient at any port or place, to transship, or land and re-ship, by lighter or otherwise, the Goods at the Port of Shipment, or at any Port or Ports into any other Steamer or conveyance; or to discharge the Goods from the Steamer as soon as she is ready to unload on the Quay, or into Hulk, or temporary Depôt, Lazzarette, or hired Lighter, at the option of and by the Agent of the Owners of the Vessel, at the Shippers' or Consignees' risk and expense, the Shipowner's responsibility in all cases ceasing as soon as the goods leave the Ship's tackle.

In case any part of the Goods cannot be found for delivery during the Steamer's stay at the Port of Destination, they are to be forwarded, when found, at the Company's expense, the Steamer not to be held liable for any claim for delay or otherwise.

In case of the Blockade or Interdict of the Port of Discharge, Strikes or Lock-outs, or if the Master shall consider it unsafe or impracticable to enter, enter, or Discharge cargo in the Port of Discharge, or if the Steamer shall be prevented by any cause whatever from loading or discharging at the Port of Discharge, whether by reason of War, Quarantine, or Disturbances, surf, state of the weather, or otherwise, or the consequences thereof, the Master may in his unquestioned discretion land, discharge, or tranship the Goods, or any part thereof, into any Depôt, Ship, Hulk, or Lazzaretto at any place Port to which he may think fit to proceed, at the expense and risk of the Owners of the Goods, the Company being from henceforth all liability responsibility as soon as the Goods leave the Ship's tackles.

Not responsible for contents of Bales ungreased and without Iron Hoops.

In the event of failure to comply with the foregoing conditions, or any of them, the Company to be free from all responsibility for the Goods, and the Shipper to be liable for any fines, expenses, loss, or damage sustained or incurred by the Company, or by the Owner of other Goods on board, by reason of such failure or omission, and the Company to have a lien upon the Goods, to be made available if necessary by sale or otherwise, for and until payment of all such fines, expenses, loss, or damage, or for and until payment of any previously contracted freight, primage, charges, fines, loss or expenses due either by shippers or consignees.

The Company is not liable for Gold, Silver, Specie, Bullion, Jewellery, Precious Stones, Watches, Clocks, Notes, Bills, Securities, or Documents of any description; Works of Art, Silks, Furs, or Lace, or other Articles of special value, unless so described at the time of Shipment, and the value expressed in the Bill of Lading, extra freight being paid as agreed upon. The Company's Liability in case of loss, detention, or injury to Goods for which they may be responsible, to be calculated on, and in no case to exceed the invoice cost; nor will the Company be responsible for any loss or damage incapable of being covered by insurance. Notice of any claim arising under this Bill of Lading must be given by the Consignee to the Company's Agent at the Port of Destination, within 48 hours after the landing of, or failure to deliver Goods; otherwise all right of claim to be forfeited.

All Articles of Glass, or contained in Glass, or any of a fragile nature, and all Packages, &c., carried on deck will be taken at Shippers' and sole risk, and the Shippers agree that the Company shall not be held responsible for loss or injury arising from any cause whatever.

Weight, Contents, Quality, Quantity, and Value unknown, and Shipowner not accountable for same, nor for slack bags.

Master Porterage, Landing, Shedding, Weighing, and Delivery of the Cargo to be done by the Consignees of the Ship, at the expense and risk of the Receivers of the Goods.

All the exceptions and stipulations in favour of the Shipowner contained in this Contract shall continue to apply although the vessel may have deviated from the contract voyage and although such deviation may amount to a change or abandonment of voyage, any warranty or rule of law to the contrary notwithstanding, and for the purpose of this Contract all such deviations shall be deemed to be within the contract voyage; and in accepting this Bill of Lading, the Shippers or other Agents of the Owner of the property carried expressly accept and agree to all its stipulations, exemptions, and conditions, whether written, printed or stamped.

In Witness whereof, the Master or Agent of the said Steamer hath signed Three Bills of Lading, all of this tenor and date, one of which being accomplished, the others to be void.

Dated in Messina this 2 June 1922

The Master

Ferd. Bäller & Co

BANCO COMMERCIALE ITALIANA
AGENTS

Libellante Ex. 13

L-13.

NEW-YORK
(Andata)

NAVIGAZIONE GENERALE ITALIANA

Società Riunite FLORIO, RUBATTINO e LLOYD ITALIANO

ANONIMA CON SEDE IN GENOVA - Capitale Sociale Lit. 180.000.000 interamente versato

SANTILISCIOTTO Agenti MESSINA

NEW-YORK

ANDATA

Polizza N. 12

Messina li 7 GIUGNO 1922 192

Sono state caricate dal Sig. Ferd. Baller & C

sul Piroscafo ADIGE

Capitano [illegible]

e trasportate a NEW-YORK *ed al felice arrivo consegnate a* Banca Commerciale Italiana *le merci che il sottoscritto dichiara come in appresso:*

Il nolo pagato Destino come da distinta.

A

LIQUIDAZIONE DEL NOLO, ecc.	LIRE STERLINE (Oro effettivo)	MARCHE	NUMERI	Quantità dei Colli	QUALITÀ	Volume in m. c.	PESO	VALORE
M. c. a p. M. c.		C.A P	6:8 / 1510	38	Bottiglie vuote usate imballate in casse		516298	
Kg. 516298 a 32/6 °/₀₀ Kg.	£38-19-8	Ferd. Baller & Co Messina			"Please Notify: Messrs. Chas. Pfizer & Co. Inc. 81 Maiden Lane, New-York" upon Arrival			
Casse a p. Cassa								
a °/₀ s. Valore								
TOTALE NOLO	£38 19 8							
Alzata all'imbarco e allo sbarco								
TOTALE PAGATO								
Rimborso (L.it.)								
Provvigione d'incasso s. Rimborso 3 °/₀								
TOTALE DA PAGARSI A DESTINO	£38 19 8							

(SHIPPER FILLING UP ONLY ON HER WAY WESTWARD TO NEWYORK)

Informare dell'arrivo della merce il Sig

(Indicazione necessaria per le polizze all'ordine)

Ripetere in tutte lettere il quantitativo totale dei colli.

Libellants Ex. 13
(Back)

NEW-YORK
(Andata)

Il contratto espresso nella parte anteriore di questa polizza di carico è fatto ai seguenti patti e condizioni:

Art. 1. — Le polizze di carico devono essere redatte in conformità delle disposizioni delle vigenti leggi e delle norme delle autorità portuali, doganali, consolari e delle disposizioni della Società Armatrice.

I certificati consolari, di sanità ed altri a corredo della polizza di carico, devono essere procurati dal caricatore, e qualunque multa spesa e conseguenza derivasse per mancanza od irregolarità di detti documenti, resterà a carico del caricatore e del ricevitore.

Art. 2. — Tutti i colli devono avere impressi in modo assolutamente indelebile, marche, contromarche, numeri, distintivi, destinazione in corrispondenza alle indicazioni apposte sul fusto d'imbarco e sulla polizza di carico.

Ogni collo deve essere ben condizionato, le casse devono essere rinforzate con cerchi di ferro sulle estremità o con maglie di sicurezza debitamente collocate e le merci poste in sacchi devono avere doppio sacco.

Il Capitano e la Società Armatrice sono esonerati da ogni responsabilità per tutte le conseguenze derivanti dalla trasgressione a queste prescrizioni.

Art. 3. — L'imbarco delle merci viene effettuato dal Capitano o dalla Società Armatrice a mezzo d'imprese di loro gradimento, per conto, rischio e spesa del caricatore. La responsabilità del Capitano e della Società Armatrice comincia dopo l'effettivo collocamento della merce nella stiva del piroscafo.

Art. 4. — Le dichiarazioni inserite nella presente polizza circa il peso, la misura, il contenuto ed il valore dei colli sono considerate come unilateralmente provenienti dal caricatore e non costituiscono prova alcuna contro il capitano o ricognizione da parte di questo, essendo gli obblighi del capitano e della Società Armatrice limitati alla riconsegna delle cose caricate nelle stesse condizioni di imballaggio in cui furono ricevute, salvi i casi di forza maggiore e gli altri previsti dalla presente polizza. Ogni incaglio, richiamo e del caricatore intorno alla natura delle cose caricate, pone a carico del medesimo e delle merce tutte le responsabilità, danni e spese conseguenti.

Art. 5. — Il Capitano e la Società Armatrice si riservano, nel loro esclusivo interesse, la facoltà di verificare il peso, il volume ed il contenuto dei colli, così all'imbarco come allo sbarco. Risultando da tale verifica che il peso e il volume dichiarato sia inferiore al vero o che il contenuto dei colli appartenga ad una classe superiore a quella dichiarata, il caricatore od il ricevitore dovranno pagare doppio nolo sull'intera partita e le spese tutte di verifica.

Art. 6. — Il Capitano e la Società Armatrice non sono responsabili degli oggetti di valore e delle merci classificate tali, che fino a concorrenza del valore indicato dal caricatore sulla polizza, valore che dovrà essere anche scritto sui buoni di imbarco ed a condizione che sia stato pagato il nolo in base a tariffa e che siano convenientemente imballati: se posti in sacchi di tela, la cucitura deve essere fatta dall'interno e suggellata con ceralacca all'apertura; se in casse queste devono internarsi nello spessore del legno. L'impronta del suggello deve essere riprodotta sulla polizza.

Il ritiro dei valori a destinazione dev'essere eseguito appena arrivato il piroscafo, contro la consegna della polizza di carico quietanzata. Qualora il ricevitore non si presenti pel ritiro, il capitano ha la facoltà a sua scelta, di scaricarli e metterli in deposito o di conservarli a bordo riportandoli al porto d'imbarco a spese e rischio del caricatore e del ricevitore.

Art. 7. — Il mantenimento e la cura degli animali durante il viaggio sono a carico del loro proprietari: il Capitano e la Società Armatrice non rispondono della loro fuga, mortalità e di qualsiasi altro danno che potesse derivare loro durante il viaggio.

La custodia e cura degli animali durante la navigazione sono assunte dal caricatore, che prende pure a suo carico ogni rischio e spesa pel trasporto e la prestazione d'opera del personale addetto agli animali.

Art. 8. — Tutte le merci dannose, infiammabili, esplosive, armi e munizioni di qualunque natura, oltre alla dovuta indicazione da farsi sulla polizza dal caricatore, devono da quest'ultimo venir dichiarate in modo speciale con apposita lettera alla Società Armatrice. In difetto di tale dichiarazione il caricatore sarà responsabile verso la Società Armatrice ed i terzi, di tutti i danni, multe e confische e conseguenze qualsiasi. Il Capitano e la Società Armatrice si riservano facoltà d'accettare o rifiutare tali merci ed il caricatore autorizza in caso di mancata, incompleta od inesatta dichiarazione, a gettare tali merci rinunciando ad ogni domanda e pretesa per la loro perdita, fermo l'obbligo del pagamento del nolo. Il Capitano e la Società Armatrice si riservano facoltà di caricare ogni genere di merce da nessuna infiammibile, esplosiva, corrosiva, armi, munizioni, rinunziando il caricatore e il ricevitore ad ogni reclamo e pretesa per qualsiasi titolo o causa.

Art. 9. — Il caricatore espressamente autorizza il Capitano e la Società Armatrice, in deroga all'articolo 498 Codice di commercio, di caricare le sue merci sopra coperta.

Art. 10. — Il Capitano e la Società Armatrice non sono responsabili per perdita, danno o ritardo causati o dipendenti da disposizioni di Governo, di Principi, di Potenze, riconosciute o non, da requisizioni operate dagli stessi o da qualsiasi altra Autorità, da ogni evento di guerra diretto o indiretto: dai pirati, dai ladri in terra od a bordo, dalla baratteria del Capitano, dell'equipaggio; da sommosse, da scioperi, da lockouts e da agitazioni operaie; da incendi ed esplosioni a bordo, sui pontoni, sulle chiatte, nei magazzini o in qualunque luogo sulla terra ferma, sia prima che dopo l'imbarco o durante il rimbarco; da pioggia, da inondazioni, da spruzzo di marosi, da umidità, da trasudamento, da colaggio, da spicci, da rotture, da raggine, da olio, da effetti del clima, dai segni dei ganci e da rotture causate dagli stessi per insufficiente resistenza dell'imballaggio; dallo stivaggio, da pressione del carico, da contatto con altra merce, da macchie, da emanazioni, da evaporazioni del carico; da disinfezioni; dal deperimento di generi soggetti a facile deperimento; da rottura di pani, sbarre e lastre di metallo fuso, di oggetti fragili, di vetro, di terracotta, di marmo; da topi, da insetti e da vermi; da calore, da vicinanza alle macchine, da fuga di vapore; da avarie nello scafo, nelle macchine, nelle caldaie, negli impianti ausiliari, frigoriferi, elettrici, nell'attrezzatura; da cattivo funzionamento dei verricelli; da urto, da incaglio, dall'arenamento, da naufragio, da difetti latenti nello scafo, macchine ed impianti accessori e da ogni rischio della navigazione o dipendente da caso fortuito o forza maggiore.

Art. 11. — La Società Armatrice non risponde dei danni e conseguenze derivanti da colpa, negligenza, imperizia, da errore, atti e fatti del Capitano, dell'Equipaggio, del pilota o di qualsiasi persona imbarcata, sia per tutto quanto si riferisce alla navigazione ed alle attribuzioni che la legge ed i regolamenti affidano alle predette persone, sia per tutto quanto concerne in gestione commerciale della nave, anche se compiuti dagli agenti, incaricati o dipendenti e da ogni altra persona dei cui atti la Società Armatrice possa essere chiamata a rispondere.

Art. 12. — Il Capitano e la Società Armatrice si riservano la facoltà di anticipare, ritardare le partenze, sopprimere scali, caricare e trasbordare in qualsiasi porto e tempo avanti e dopo la partenza, su altra nave della Compagnia o non, le merci, consegnate. Il Capitano e la Società Armatrice non assumono alcuna responsabilità pel caso che non si verifichi la coincidenza fra le navi della stessa Società Armatrice o di altri armatori, nè garantiscono il vuoto a bordo della nave di trasbordo ed in caso di mancanza di spazio o di causa qualsiasi che impedisca il trasbordo, durante l'attesa, le merci saranno sbarcate depositate, immagazzinate o a terra o su galleggianti, a rischio, pericolo e spese del ricevitore, il caricatore o ricevitore non avranno diritto di reclamo contro il Capitano e la Società Armatrice pel ritardo nei porti capolinea, di scalo, di destinazione e di trasbordo qualunque ne sia la durata e la causa. La risped*i*zione della merce sarà curata dagli agenti della Società Armatrice ma sempre a spese, rischio e pericolo della merce anche quando nella polizza non siavi espressa facoltà di trasbordo.

Art. 13. — In caso di quarantena, di blocco od interdizione in qualunque porto di trasbordo o di scarico, od in caso che l'entrata e la comunicazione con tali porti renda, o possa rendere soggetta la nave a misure quarantenarie a qualcuno dei porti susseguenti, in caso di avaria al piroscafo, per qualsiasi caso di forza maggiore, o se a giudizio del Capitano l'entrata in uno di quei porti di trasbordo o di scarico non possa essere effettuata senza rischio per la nave, o pericolo di esservi trattenuta oltre il tempo di fermata ordinariamente stabilito per detto scalo a motivo di cattivo tempo, risacca, malattia, guerra, scioperi, lookouts, dibattiti su questioni commerciali, crisi di lavoro abbia o no la Società Armatrice parte nell'avvenimento) o per disposizioni quarantenarie, il Capitano ha facoltà di scaricare la merce in magazzini, chiatte, pontoni ecc., o nel lazzaretto o in altro porto che possa considerarsi sicuro o di portarla con sè, di metterla a magazzino, di trasbordarla o di sbarcarla a destino nel viaggio di ritorno, a mezzo di altra o altre navi, a spese e rischio del caricatore e del ricevitore, e nel caso che lo scarico si effettui ad un porto qualunque che non sia quello di destino, oppure sia fatto al porto di destinazione con mezzi e modi che non siano quelli usuali, la ricevuta della Dogana, delle Autorità portuarie, dei chiattaiuoli o di altre persone che abbiano ricevuta la merce varrà nei confronti del caricatore e ricevitore, come un legale e pieno compimento degli obblighi del Capitano come per polizza. Qualora le merci in dipendenza delle cause copra accennate fossero sbarcate nel successivo porto più conveniente, ne sarà dato avviso ai destinatari se il nome di essi è conosciuto, oppure ai caricatori.

Art. 14. — Se per le esigenze del servizio o dell'itinerario od anche per difficoltà di dilistivaggio, le merci non fossero sbarcate allo scalo di destino, il Capitano potrà conservarle a bordo per consegnarle nel viaggio di ritorno, come potrà sbarcarle in uno scalo diverso, facendole proseguire al loro destino con altro piroscafo.

In questi casi nessun aumento di nolo graverà sulle merci, ma il caricatore ed il ricevitore rinunziano espressamente a qualunque pretesa di indennità per ritardo o per danni che eventualmente le cose caricate potessero ricevere, restando a loro rischio e pericolo la giacenza, il trasbordo e la prosecuzione delle merci.

Art. 15. — Avvenuta l'emissione della polizza, il possessore della stessa non avrà diritto di mutare il luogo di destinazione della merce e la Società Armatrice non sarà tenuta a riconoscere o ad accettare alcun cambiamento o sostituzione di destinatario se non venga regolarmente fatto colla cessione girata o tradizione della polizza a seconda che sia nominativa, all'ordine, od al portatore.

Art. 16. — Quando per qualsiasi causa le merci sono trasbordate su altra nave o poste su pontoni, chiatte, galleggianti, od in qualunque dock, magazzeno, presso privati od enti pubblici, o sulle banchine, tutti i rischi di qualunque natura gravano sul caricatore e ricevitore, restando soggetti a tutte le condizioni della polizza di carico, lettera di porto e ricevuta di deposito del successivo armatore, vettore, chiattaiuolo, magazziniere, ecc., essendo la responsabilità del Capitano e della Società Armatrice, in deroga al vincolo sociale, limitata e circoscritta al trasporto sul suo percorso e non potendo essere convenuta che per tutti accorsi durante il detto percorso. Per le merci trasbordate e depositate, le ricevute del nuovo consegnatario, vettore, chiattaiuolo, accettate dal Capitano o dagli Agenti della Società Armatrice saranno stato nei confronti dei portatori della polizza dei condizionamento e quantità dei colli ricevuti e consegnati.

Art. 17. — Il Capitano ha facoltà, senza incorrere in alcuna responsabilità, di entrare ed uscire dai porti, rade o fiumi, senza pilota pratico, di dovere dare aiuto e soccorso qualunque porto non compreso nel suo itinerario, sia retrocedendo, che avanzando, secondo narri anche per operazioni commerciali, di rimorchiare e prestare assistenza ad altre navi ed il caricatore e ricevitore rinunciando ad ogni reclamo e diritto al riguardo.

Art. 18. — Il Capitano è dispensato dal far procedere alla constatazione dello stivaggio negli scali d'imbarco, di trasbordo e destinazione; ma qualora credesse opportuna una tale constatazione, potrà farla per mezzo di uno stivatore giurato o perito marittimo, senza formalità giudiziaria e senza obbligo dell'intervento del caricatore o ricevitore.

Art. 19 — In ogni caso di quarantena sono a carico esclusivo della merce le spese di sbarco, di trasbordo nei luoghi di contumacia, nonchè tutti i rischi della stazione e reimbarco. Se dopo effettuato lo sbarco delle cose caricate, il piroscafo venisse liberato dalla quarantena senza poter reimbarcare per effetto delle disposizioni sanitarie, spetterà al caricatore ed al ricevitore provvedere all'invio a destino, restando adempiuto pel Capitano ogni obbligo come per polizza.

Art. 20. — Il nolo e qualunque altra somma posta a carico della merce in relazione e dipendenza della polizza dev'essere pagato anticipatamente alla consegna delle merce, salvo convenzione in contrario, che dovrà risultare espressamente in polizza.

Il nolo è dovuto e guadagnato per intero, sia che il piroscafo arrivi a destinazione, sia che si perda durante il viaggio, sia che per forza maggiore, debba far ritorno prima di giungere a destino, sia che per incaglio, collisione od evento qualsiasi di forza maggiore sbarchi la merce in porto intermedio — ed anche in caso di perdita totale, parziale od avaria della merce.

Quando il nolo è pagabile a destino dev'essere corrisposto il giorno dell'arrivo del piroscafo, nella moneta stipulata in polizza o nella moneta del paese di destino al corso del cambio a vista più elevato di detto giorno.

La Società Armatrice non assume responsabilità per le somme assegnate se non a concorrenza dell'incasso effettivo dei loro importo e conserva in ogni caso il suo diritto verso il caricatore.

Il rimborso al caricatore non si effettuerà che dopo ricevuto avviso d'incasso da parte dell'Agenzia al luogo di destino.

Art. 21. — Il Capitano e la Società Armatrice consegnano le cose caricate contro la consegna della polizza quitanzata e non sono obbligati a verificare l'autenticità delle firme del caricatore, dei giranti, del portatore della polizza o del destinatario, nè la sua identità personale. La responsabilità del Capitano e della Società Armatrice cessano del pari, anche senza la restituzione della polizza di carico, quando per legge o regolamento, od uso del porto di destino o di scarico, la consegna della merce s'effettui agli interessati da parte delle Autorità doganali, portuarie — o la Compagnia ed il Capitano siano comunque obbligati a consegnare e depositare la merce a detti enti od Autorità.

Art. 22. — In nessun caso il ricevitore avrà diritto di abbandonare alla Società Armatrice le cose caricate perchè avariate danneggiate od altrimenti deprezzate anche per perdita parziale dei colli o ritardo della consegna.

Art. 23. — Il Capitano e la Società armatrice hanno diritto di ritenzione e di pegno sulle merci e conseguentemente qualora la persona cui sono dirette le cose caricate non si conosca, o non si presenti, o rifiuti di riceverle, o di pagare quanto dovuto il Capitano e la Società Armatrice hanno facoltà di farle vendere, a mezzo di pubblici mediatori, senza autorizzazione giudiziale fino a concorrenza del quantitativo necessario per il pagamento integrale d'ogni somma per qualunque titolo gravante sulla merce, dovuta dai caricatori consegnatari, e se il ricavo non raggiungesse l'importo dovuto, tanto il caricatore, quanto il ricevitore dovranno coprire il saldo.

Art. 24. — Quando le cose caricate siano imbarcate con più destinazioni, l'opzione dovrà esercitarsi prima dell'arrivo del piroscafo nel primo porto; in difetto le stesse proseguiranno per l'ultima destinazione. In ogni caso lo sbarco sarà effettuato in un solo porto per tutte le cose caricate e l'opzione non potrà essere esercitata che dal caricatore della polizza.

Art. 25. — Se durante la stagione d'inverno le merci sono scaricate in uno dei Docks sprovvisto di apparecchio per riscaldamento e le stesse non erano ritirate entro 3 giorni da quello in cui il vapore è stato registrato presso la dogana, una tassa di $\frac{1}{2}$ di cent. di $ (cinti [pitti] per cassa e per giorno sarà imposta su tutte le casse non ancora asportate (sempre eccettuati gli incidenti al macchinario, ecc.)

Art. 26. — Appena il piroscafo è pronto a scaricare la merce su descritta, od una parte di essa, i ricevitori della medesima hanno il dovere di essere pronti a riceverla lungo la nave sul Dock o dove il piroscafo si trova ormeggiato per scaricare, o in chiatte provviste con numero di uomini sufficiente a ricevere le merci nelle stesse ed in mancanza di quanto sopra il Capitano o l'Agente del piroscafo od il Collettore del Porto di scarica, sono autorizzati di far entrare le merce in Dogana, e di sbarcarla, immagazzinarla o depositaria nelle chiatte senza avviso od a rischio e spese del Consegnatario della stessa. Il Collettore del Porto di discarica resta autorizzato di rilasciare un Ordine Generale per fare scaricare immediatamente dopo che il vapore ha completato le pratiche in Dogana.

Art. 27. — Le eventuali spese doganali e di giacenza a New York saranno a carico dei ricevitori.

Art. 28. — Ogni reclamo per avarie o mancanze od altro inerente alla presente polizza, dovrà essere, sotto pena di decadenza, proposto per iscritto alla Società Armatrice prima del ritiro della merce ed entro un mese dall'arrivo del piroscafo. Nessuna domanda di risarcimento per avaria, perdita, sarà ammessa senza che sia intervenuto l'accertamento in contraddittorio col Capitano o coll'Agente della Società Armatrice.

La Società Armatrice per le eventuali ricerche avrà un termine utile di sei mesi dalla data dell'arrivo prestabilito dall'itinerario del piroscafo, e qualora entro detto tempo effettui la consegna, il ricevitore non avrà alcun diritto a reclamo per ritardata consegna, avarie od altro. Passato il detto periodo il collo e le merci s'intenderanno definitivamente smarrite.

In relazione agli art. 928 cod. comm. 2125 cod. civ. resta convenuto che l'interruzione della prescrizione non s'effettuerà che per domanda giudiziale proposta davanti le competenti Autorità di Genova.

Art. 29. — In caso di ritardi dei quali la Società Armatrice comunque possa essere tenuta responsabile, l'indennizzo da corrispondersi al caricatore e destinatario non potrà mai superare l'ammontare del nolo percepito pel caso percorso.

Art. 30. — Se per effetto di stracciamento, rottura od altra causa, una parte della merce venisse ad uscire dai sacchi, casse od altri ricipienti, od a sconcrersi nella nave, il Capitano farà raccogliere nella stiva le quantità ivi esistenti e ricostituire possibilmente i colli, fino al compimento del numero, senza che si possa pretendere indennità per mancanza di peso, alterazione di qualità, mancanza o differenza di marche, numeri, ecc.

Art. 31. — La Società Armatrice in caso d'avaria o perdita della quale debba rispondere, sarà tenuta a pagare soltanto in ragione del valore reale ed intrinseco della merce al porto di caricazione, risultante da fattura d'origine od accertato da relazione di perito giurato, escluso ogni risarcimento di danni, rimborsi di multe, di spese, di diritti doganali.

Se il valore dichiarato nella polizza risulta inferiore a quello accertato colla fattura o colla perizia, la Società Armatrice rimborserà il minor valore dichiarato. Per gli effetti di valore o classificati come tali in base alle tariffe della Società Armatrice, la stessa sarà tenuta solo a pagare in ragione del valore in base a cui fu riscossa la sopratassa di nolo.

In caso di perdita di colli o casse d'effetti d'uso e simili, senza valore dichiarato in polizza, la responsabilità della Società Armatrice è limitata ad un massimo di L. 100 per ogni collo o cassa.

Per le merci caricate alla rinfusa non sarà ammessa veruna pretesa per deficenza di misura o di peso a meno che il Capitano abbia riconosciuto il peso e la misura ed espressamente lo abbia dichiarato per iscritto sulla polizza e sempre che la deficenza ecceda il calo naturale della merce, esclusi sempre i casi d'avaria particolare e generale.

Art. 32. — In caso di avaria comune il regolamento sarà fatto a Genova a richiesta della Società Armatrice, in via amichevole da due liquidatori scelti tra i Ragionieri inscritti nel Collegio della Provincia di Genova e nominati dalla Società Armatrice per l'espresso incarico che il caricatore per se e suoi aventi causa, fino da ora alla stessa conferisce, rinunziando il caricatore ed il ricevitore ad ogni opposizione al riguardo.

I ricevitori tutti s'obbligano a versare presso la Società Armatrice o sua Agenzia la somma che sarà richiesta dalla medesima a garanzia del contributo che ad essi possa spettare pel regolamento d'avaria. Effettuando tale versamento, corrispondendo il pagamento del nolo e d'ogni altra somma a carico della merce, e firmando la convenzione come sopra pel regolamento d'Avaria Generale, potranno effettuare il ritiro della merce.

La somma stabilita a garanzia del contributo d'avaria non sarà soggetta a contestazione e dovrà essere immediatamente versata, salvo e fermo il diritto di ritenzione e di pegno sulle merci a favore della Società Armatrice come per l'art. 23.

I ricevitori dovranno, sotto pena di decadenza, presentare entro sei mesi dal giorno dell'arrivo prestabilito dall'itinerario del piroscafo, i loro reclami ai liquidatori od alla Società Armatrice.

Art. 33. — Qualunque azione giudiziaria che il caricatore, il ricevitore o loro aventi causa, intendano proporre contro il Capitano e la Società Armatrice in relazione e dipendenza della polizza di carico, dovrà essere promossa innanzi alla Autorità giudiziaria di Genova, derogandosi espressamente alla competenza territoriale di qualsiasi Autorità giudiziaria, anche in dipendenza di connessione di causa.

Art. 34. — Per tutto ciò che non è disciplinato e previsto dal presente contratto di trasporto, vigono le disposizioni del Codice di commercio Italiano.

Art 35. — La consegna della merce a bordo implica l'accettazione da parte di tutti gli interessati dei patti e condizioni che precedono, quand'anche la polizza di carico non sia firmata dal caricatore.

Il Caricatore **Il Capitano**

Rilasciato al Caricatore N. ____ *polizze originali.*

Libellant's Exhibit 13.

3985

(PHOTOSTAT)

3986

3987

Libellant's Exhibit 14.

3988

(PHOTOSTAT—both sides)

3989

3990

Libellants Ex. 14

Ex L-14 Fit 2-7-23 GCB

FRATELLI BONANNO — MESSINA — AGENTS — COSULICH

Società Triestina di Navigazione

TRIESTE

AGENTS:

Phelps Bros & Co. — New-York & Boston.
The Terminal Shipping Company. — Baltimore.
Strachan Shipping Company — Savannah, Brunswick & Fernandina.
Gulf Transit Company. — Pensacola.
A. H. Miller & Co. Inc. — New-Orleans.
Daniel Ripley & Co. — Galveston.

OUTWARD.

No.

Regular Fast Service of Steamers between the Adriatic, Mediterranean, North, Central and South America.

Shipped in apparent good order and condition by Ferd. Baller & C. in and upon the Italian Steamship called the Lucia now in Port in Master for the present voyage, or whoever else may go as Master in the said Ship, now lying in the port of Messina and bound for NEW YORK

but with liberty, either before or after proceeding towards that port, to proceed to and stay at any ports or places whatsoever (although in a direction contrary to, or, out of, or beyond the route to said port of discharge), once or oftener, in any order, backwards or forwards for the purpose of receiving and/or delivering coals, cargo or passengers, or for any other purpose, and all such ports, places and sailings shall be deemed within the intended voyage. With liberty also to sail with or without pilots, to tow and assist vessels in all situations, to deviate for the purpose of saving life or property, to carry goods of all kinds, dangerous or otherwise under or upon deck; and to tranship this or any part of the cargo by steamer or steamers when this steamer's responsibility shall cease; the following packages, said to contain lawful merchandise as hereinafter specified;

C. A.
P.
2855/3472
Ferd Baller & Co
Messina

(340) three hundred and Forty Casks Citrate of Lime K 23256

STEAMER FILLING UP ONLY ON HER WAY WESTWARD TO NEWYORK

said to be marked and numbered as per margin, weight, gauge, quantity, contents, condition, value and value unknown, and to be delivered in the like good order and condition from the steamer's dock where steamer's [illegible] at or near thereto as she may safely get, always afloat, unto NEW YORK or to his or their assigns. Freight, primage and charges for the said goods being paid [illegible] at the rate of [illegible] per [illegible] Shipper. Freight, etc. to be paid in the aggregate [illegible] Bills of Lading, and not to be refunded [illegible] goods or the part of discharge at the [illegible] the Custom House. Settlement to [illegible] goods [illegible] Bills of Lading [illegible] without any allowance of weight or discount, and both Shipper and Consignee and holder of the Bill of Lading remain liable for the Freight, Primage and Charges on the entire quantity of goods [illegible] shipped, whether delivered in whole or in part, stored or uninsured.

In accepting this Bill of Lading, the Shipper, Holder and Consignee of the goods, and the Holder of the Bill of Lading agree to be bound by all its stipulations, exceptions and conditions, whether written, printed or stamped on this or the other side, as if they were all signed by such Shipper, Holder, Consignee or Holder.

In witness whereof, the Master or Agent of the said vessel has affirmed to [illegible] Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at Messina the 30 day of [illegible]

Master

All expenses caused by quarantine to be paid by Consignee of goods.

Agents at Messina for Società Triestina di Navigazione Trieste

Rec'd [illegible]
Allow 406 19 /—

[illegible] 19 /—

Libellants Ex. 14
(Back)

CONDITION OF THIS BILL OF LADING.

IT IS MUTUALLY AGREED that the carrier shall have liberty to convey goods in craft and or lighters to and from the steamer at the risk of the owners of the goods: and in case the steamer shall put into a port of refuge, or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the goods to their destination by any other steamer: that the carrier shall not be liable for loss or damage occasioned by fire or explosion from any cause or wheresoever occurring: by barratry of the Master or crew: by enemies, pirates, robbers, or thieves: by arrest or restraint of princes, rulers or people, revolutions, riots, strikes, lock outs, stoppage of labor, labor disputes or labor disturbances of any kind: by bursting of boilers, breakage of shaft, or the consequences of any damage to or defect in boilers or machinery, or any latent defect in hull machinery or appurtenances, or unseaworthiness of the steamer, whether existing at time of shipment, or beginning of voyage, provided the owners have exercised due diligence to make steamer seaworthy: that the carrier shall not be liable for loss or damage occasioned by causes beyond his control, by the perils of seas, or other waters, by collisions, stranding, jettison, or other accidents of navigation of whatsoever kind, or any errors of navigation or management (even when occasioned by the wrongful act, default, negligence or error in judgement of the pilot, master, mariners, stevedores' or other servants of the steamship owners, dock, graving dock, harbour or other authorities or their representatives, not resulting, however, in any case from want of due diligence by the owners of the steamer or any of them, or by the ship's Husband or Manager): that the carrier shall not be liable for loss or damage occasioned by heating, frost, decay, putrefaction, rust, sweat, change of character, rain, spray, drainage, breakage, leakage, loss of contents, vermin, or by explosion of any goods, whether shipped with or without disclosure of their nature, or any loss or damage arising from the nature of the goods or insufficiency of wrappers or packages, or damage arising from other goods by stowage or contact therewith, or through leakage, smell or evaporation therefrom, provided due diligence has been used in stowage of the cargo: nor for damage during inland carriage: nor for obliteration, errors, insufficiency or absence of marks, countermarks, numbers, address or description: nor for risk of craft, hulk or transhipment: nor for any loss or damage caused by the prolongation of the voyage, and that the carriers shall not be concluded as to correctness of statements herein of quality, quantity, gauge, contents, weight or value: also that the steamer is warranted seaworthy only to the extent that the owner shall exercise due diligence to make it so.

This contract shall be governed by the law of the flag of the ship carrying the goods. General average payable according to York Antwerp Rules, 1890.

Hereby consignees bind themselves to pay — even by deposit in advance, as estimated at port of destination on signing the average bond — such contribution, as will be apportioned by the average statement, upon the value of the goods received by them.

If the owner of the ship shall have exercised due diligence to make said ship in all respects seaworthy, and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or negligence of the pilot, master or crew, in the navigation or management of the ship, or from latent or other defects, or unseaworthiness of the ship, whether existing at time of shipment or at the beginning of the voyage, but not discoverable by due diligence, the consignees or owners of the cargo shall not be exempted from liability for contribution in General Average, or for any special charges incurred, but with the Shipowner, shall contribute in General Average, and shall pay such special charges, as if such danger, damage or disaster had not resulted from such fault, negligence, latent or other defect or unseaworthiness.

IT IS ALSO MUTUALLY AGREED that the carrier shall not be responsible for gold or silver, manufactured, or unmanufactured, or in shape of coin, plated articles, documents, glass, china, jewellery, precious stones, trinkets, watches, clocks, time pieces, invoices, bills, bank notes of any country, orders, notes or securities for payment of money, stamps, maps, writings, title-deeds, paintings engravings, pictures, statuary, silk, furs, lace cashmere, manufactured, or unmanufactured made up into clothes, or otherwise contained in any parcel or package, shipped under a Bill of Lading beyond Five hundred Lire Italian Money, per package unless the value thereof be therein expressed and extra freight, as may be agreed, paid thereon.

1. — ALSO, that shippers shall be liable for any loss or damage to steamer or cargo, caused by inflammable, explosive, or dangerous goods shipped without full disclosure of their nature, whether such shipper be Principal or Agent: and such goods may be thrown overboard or destroyed at any time without compensation.

2. — ALSO, that the value of each package receipted for as above does not exceed the sum of Five hundred Lire Italian Money, unless otherwise stated herein, on which basis the rate of freight is adjusted.

3. — ALSO, that the carrier shall have a lien and right of sale by Public Auction over the goods for all freights, primages and charges, and also for all fines or damages which the steamer or cargo may incur or suffer by reason of the illegal, incorrect or insufficient marking, numbering or addressing of packages or description of their contents: and in the event of the proceeds of such sale failing to cover freights, primages and charges, fines or damages, the carrier shall be entitled to recover the remainder from the shipper, owner or consignee of the goods.

4. — ALSO, that if the steamer is prevented by Quarantine from reaching her destination, or making due delivery of the goods, or is detained at Quarantine, the goods may be forthwith without previous notice discharged into depôt, lazaretto, hulk, craft or lighter at the expense and risk of shipper, owner or consignee, and such discharge shall be deemed a full and final delivery of the goods, all risk, responsibility and expense of the carrier therefore ending as soon as the goods are delivered from the steamer's tackle, and all expenses thereby or thereafter incurred, and all increased cost of such delivery, shall be paid by shipper, owner or consignee, the carrier retaining a lien on the goods therefore; but should the vessel or goods not be admitted, or such discharge be impracticable, or in the master's opinion inexpedient, and in case of blockade or interdict of the port of discharge, or if without such blockade or interdict, the entering of the port of discharge should be considered unsafe by reason of war, disturbances or should the steamer be unable to discharge her cargo on account of strike or lock-out, the steamer may forthwith, without previous notice, proceed to the nearest safe port, or at the master's option to the nearest safe port to which the steamer is bound, at the expense and risk of the shipper, owner or consignee, and there land the goods as if at the original port of discharge, at the expense and risk of the shipper, owner or consignee, paying freight from the original port of discharge, and the carrier retaining a lien on the goods therefore and for all costs, charges, and expenses incurred, and for all increased cost of delivery.

5. — ALSO, that the steamship owner shall not be liable for any loss, detriment or damage to any goods capable of being covered by insurance, nor for any claim, however arising, of which notice is not given before removal of the goods, nor any claim for damages to, or loss or detention of, goods when the damage is done, or loss or detention occurs, while the goods are not in the actual custody of the Shipowner, nor in an case for more than the declared or invoice, value of the goods whichever shall be least.

6. — ALSO, that the steamer may commence discharging immediately on arrival and discharge continuously any custom of the port to the contrary notwithstanding. Magazzitis and or sighting and/or similar goods to be received by consignees day or night as fast as steamer delivers. Sulphur to be discharged into lighters which consignees are to furnish as required by the steamer, and to be received day and night as steamer delivers. The collector of Customs of the port of discharge being hereby authorised to grant a general order for discharge immediately on arrival. And if the goods be not taken from the steamer by the Consignee directly they come to hand in unloading the steamer, the Master or the Steamer's Agent to be at liberty to enter and land the goods, or put them into craft or store at the owner's risk and expense, when the goods shall be deemed delivered and steamer's responsibility ended, but the steamer and carrier to have a lien on such goods until the payment of all costs and charges incurred.

7. — ALSO, that full freight is payable on damaged or unsound goods, shipper and owner of same remaining liable for any freight not collected at port of discharge.

8. — ALSO, that any duty, tax or impost, of whatever nature, levied upon the steamer by the authorities at port of discharge for, or in connection with, the goods shipped hereunder shall be paid by the consignees thereof before delivery.

9. — ALSO, that the Receiver of the goods shall pay the Spanish Transport Navigation Dues, which payment is to be made, besides the amount of freight, against delivery of the goods.

10. — ALSO, that in event of weight, measurement, gauge or number being understated, the cost of ascertaining correct weight, measurement, gauge or number to be a charge upon the goods, and freight to be paid accordingly.

11. — ALSO, that Bonus upon the freight will be claimed on all goods incorrectly declared.

12. — ALSO, that the only condition on which Glass, Earthenware, China, Cutlery and other brittle goods of a like description will be carried, is that neither the shipowner nor his servants and agents, shall be liable for any breakage, which may occur, whether arising from negligence of shipowners servants, or from any cause whatever.

13. — ALSO, that steamer or on quay or wharf awaiting shipment or delivery to at shipper's or consignee's sole risk of loss or damage not happening through the fault or negligence of the Owners, Agents or Manager of the steamer, any custom of the port to the contrary notwithstanding.

14. — ALSO, that in case of option granted to the shipper, between two ports of discharge, the option shall be determined and immediate notice given on arrival of the steamer at the first port, otherwise the goods must be landed there, or at second port at steamer's option.

15. — ALSO, that this Bill of Lading duly endorsed to be given up to steamer's Consignee in exchange for delivery order.

16. — ALSO, that parcels for different consignees collected or made up in single packages addressed to one consignee, pay full freight on each parcel.

17. — ALSO, owing to conditions of war or hostilities existing or threatened this shipment is accepted at the sole risk of the owners thereof of arrest, restraint, capture, seizure, detention or destruction of any kind by any Power; and the carrier and its representatives are privileged in its or their absolute discretion, if deemed advisable for the protection of the vessel or any cargo or to avoid delay, damage, loss or other disadvantage or danger, either with or without proceeding to or inward the port of discharge or entering or attempting to enter or discharge the goods there, and whether such entry or discharge be permitted or not, to proceed to any other port or ports or return to the port of shipment, once or oftener in any order or rotation, retaining the goods on board or discharging the same at risk and expense of the owners thereof at any such port or ports at the first or any subsequent call and full bill of Lading freight, together with extra compensation for additional transportation and all other charges shall be paid by shipper, consignee and/or assignee, and shall be a lien on the goods.

18. — ALSO, that if the property covered by this Bill of Lading is to be forwarded, the forwarding may be by any customary conveyance, and shall be at the risk of the owner of the goods, including all cargo while awaiting shipment at transhipping point, on wharf, in warehouse or otherwise, but at the steamer's expense, unless otherwise specified, and all liability of the herein named steamer shall terminate on due delivery to connecting carrier or his agent, and this shipment shall be subject to all the clauses and conditions contained in the Bill of Lading in use by the carrier or carriers at transhipping point, and the goods shall be considered delivered to the steamer for transportation hereunder upon the receipt by the steamer or his agent of the goods at the aforesaid transhipping point. All charges for transhipping, forwarding, lighterage or wharfage subsequent to delivery at transhipping point are to be furnished by, or at the expense of, shipper or consignee, and should the goods be ordered to a port other than the original port of discharge, the steamer or her agent has the right to deliver them at the nearest open accessible port, and freight shall be payable on full discharge which is agreed as a full delivery under this Bill of Lading.

19. — IT IS MUTUALLY AGREED that in case of war or other interruption of the customary means of conveyance, the goods are in any way detained on the voyage or are prevented from being delivered at destination, they may be stored at any available and convenient port, or forwarded to destination by other available and convenient means of conveyance, and if necessary may be kept in ground, hulk or craft at the port of transhipment, or forwarded to any other safely available and convenient port, in all or either of which cases the goods shall at all times be liable and subject to lien for any expenses incurred, and shall be always at the risk of the shipper or consignee of the goods.

20. — If during the winter season, any Green Fruit carried on this Bill of Lading is discharged at a dock fitted with heating machinery, a charge per package per day, will be levied on all packages, according to machinery, etc., always excepted.

21. — Cargo is to be received at Brooklyn, Hoboken or Jersey City if steamer discharges there.

22. — All expenses incurred for Coops, or and gathering of Loose Cargo and covering of Bags shall be borne by Consignees.

23 — In the event of Goods not being found on arrival at port of destination, the same to be returned as soon as found by the first steamer of the Line, or sooner by the owners will not be responsible for any loss or damage arising therefrom and all such overcarried goods to stand at Merchants' risk until their final delivery at the port of destination.

„COSULICH"

Società Triestina di Navigazione

TRIESTE

Libellant's Exhibit 15.

3991

WESTERN UNION TELEGRAM

HT 2.30 P. M. May 7, 1920

Commander, Steamship *Willdomino*
Radio via New London

Arriving Marseilles accept orders for loading return cargo from Wax and Vitalle Genoa acknowledge this message.

WILSHIPCO

Charge
Wms. S. S. Co.

3992

COMMERCIAL CABLEGRAM

Received at 20 Broad Street May 23 1920

RVAW Y843 Lpool 7

Wilshipco NYK.
Willdomino udtik awdde odbajivurj vinvisch

ESPLEN

3993

Willdomino remit by wire £4000 for disbursements early next week.

(Stamp) 2963

Libellant's Exhibit 15.

3994 COMMERCIAL CABLEGRAM

Received at 20 Broad Street May 29 1920

Y753 RVA W Lpool 17

Wilshipco NY

Willdomino idlanemzan goujonner notamie travaux industries ricomporre bloemtros beslaande cremieux bloemkelk naphtase coebus pijpbloem

ESPLEN

3995 *Willdomino* arrived Marseilles (France) discharge commences May 29th following tonnage will be required industries telegraph regarding appointments agency for the steamer Cremieux have been appointed are looking after ship's business we trust this is in order.

(Stamp) 240

COMMERCIAL CABLEGRAM

Received at 20 Broad Street May 31 1920

3996 JH Y92 RK Lpool 12

Wilshipco NY

Willdomino goujon notamie ocsijojrij rimondollo vaccinacao wax rinfreno gonoplax

ESPLEN

Willdomino discharge commenced 29th May expect to finish 5th June do not remit we understand (that) wax will remit cash for ordinary disbursements.

(Stamp) 1159

Libellant's Exhibit 15.

COMMERCIAL CABLEGRAM 3997

Received at 20 Broad Street June 2, 1920

5 MG Y 595 Lpool 20

Wilshipco NY

Willdomino onnil iryad ivvikojreh waxultig rimmollava odglaemzan odbajivurj torfwagen giocoforza uziks ultig udtse anjre amclo odeks cremieux freres emzan ivuhy or rincospora

ESPLEN

3998

Willdomino may complete discharge June 4th wax telegraph cannot remit freight Marseilles (France) for disbursements in time to dispatch steamer will you telegraph remittance 160,000 5,000 francs Cremieux Freres Marseilles (France) direct or shall we remit

---

COMMERCIAL CABLEGRAM

HT 11:40 AM NY June 3rd, 1920.

Esplen
Liverpool. 3999

Willdomino oycekowkav emzanivurj rindsleder Toyou.

WILSHIPCO.

Charge Williams S. S. Co.

Willdomino please pay Marseilles (France) disbursements we will remit to you.

Libellant's Exhibit 15.

4000 WESTERN UNION CABLEGRAM

Received at 16 Broad Street, New York
PZ1174FK

Radio N*Wildomino* Marseilles B964/5 11
Wilshipco NYK
Willdomino left Marseille for Palermo 8 A. M.

CAPTAIN.

(Stamp) 1920 Jun 5 PM 11 36
(Stamp) 2604 5
4001 (Stamp) Received Jun 7 1920 Williams S. S. Co., Inc.

COMMERCIAL CABLEGRAM

Received at 20 Broad Street Jun 7 1920

HO Y3 Lpool 5

Wilshipco NY

Willdomino ugawz emzan

4002 ESPLEN

Willdomino sailed Saturday AM Marseilles (France).

ESPLEN.

(Stamp) 363

Libellant's Exhibit 15.

CLAIMANT'S EXHIBIT F. 4003

TELEGRAM

The Eastern Telegraph Co., Ltd., Gibraltar

New York, 15th June, 1920.

To Master Steamer *Wildomino*
Care Agamemnon Gibraltar

Your coal requirements excessive cost of bunkers Gibraltar very high make accurate measurement remaining bunkers if not enough to make North Sydney take only enough to reach there 4004
cut down consumption in every way if fuel runs short reaching coast cut out one boiler

WILSHIPCO.

WESTERN UNION TELEGRAM

1920 June 27 AM 8 24
Received at Produce Exchange N Y
C40B 3

Halifax NS 830A 27

Williams Steamship Co 4005
44 Whitehall St New York NY

Willdomino arrived three o'clock Tuesday morning stop has about seventeen feet water in forepeak and number one hold stop holding survey this morning and will report result stop fear vessel badly damaged forward

PICKFORD AND BLACK LIMITED.

(Stamp) 1920 July 27 AM 8 08

Libellant's Exhibit 15.

4006 WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 June 27 PM 4 11
D414B 146

Halifax NS 407P 27

Williams Steamship Co
44 Whitehall St New York NY

Willdomino have had diver survey bottom and found her seriously damaged stop the bottom is
4007 all gone under forepeak and the bottom and tank-top to the extent of about six feet is also gone under number one hold stop surveyors suggest ceiling hatches in number one hold and blowing the water out with compressed air which would enable her to proceed New York stop all the lemons and part of the cork would have to be discharged from number two hold to enable bulk-head to be shored up and some cargo would be discharged from number one hold stop the delay would be about ten days stop will have every-thing in readiness to place before Captain Gil-bery on his arrival stop drydock not available for
4008 three weeks at least stop compressed air plant would have to go New York with her stop the cargo discharged would be reloaded

PICKFORD AND BLACK LTD.

(Stamp) 1920 July 27 PM 3 54
(Stamp) 1400

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4009

Received at Produce Exchange N. Y.
1920 June 28 PM 3 30
K226B 26

Halifax N S 350P 28

Williams Steamship Co
44 Whitehall St New York NY

Reference my first telegram this is in keeping with underwriters surveyor stop surveyor insists towboat accompany ship New York will you arrange to have towboat sent Halifax

Gilboy. 4010

(Stamp) 1920 July 28 PM 3 15
(Stamp) 1291

WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 June 28 PM 3 33
L189B 60

Halifax NS 350P 28

Williams Steamship Co Inc
44 Whitehall St New York NY

Ship at pier shifting cargo to afterholds also figure placing about six hundred tons sand on 4011
afterdeck to bring ship even keel this will take entire cargo and eliminate air proposition number one hold stop considered strength of number two bulkhead but will shore bulkhead and place one ten inch pump aboard as precaution in case bulkhead starts leaking stop ships bottom damaged two frames abaft number one bulkhead figure ship sailing Monday lemons look to be in good condition

GILBOY.

(Stamp) 1920 Jul 28 PM 3 21
(Stamp) 1274

Libellant's Exhibit 15.

4012 WESTERN UNION TELEGRAM

Received at Produce Exchange N Y
1920 June 28 PM 3 58
D405B 12

Halifax NS 4P 28

Williams Steamship Co Inc
44 Whitehall St New York NY

Arranging for towboat master of same must be pilot over Nantucket shoals

4013 GILBERY.

(Stamp) 1920 July 28 PM 3 35
(Stamp) 1357

WESTERN UNION TELEGRAM

Received at Produce Exchange
1920 Jun 29 PM 2
H210B 14

4014 Halifax NS 233P 29

Williams Steamship Co
44 Whitehall St New York NY
Send towboat to arrive Halifax Monday morning ship will be ready late Sunday night.

GILBOY.

(Stamp) 1920 July 29 PM 1 55
(Stamp) 1088

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4015

Received at Cotton Exchange Building, New York

1920 June 30 PM 1 58
60B BBK 22
Produce Exchange N. Y.

Halifax NS 217P Jly 30 1920

Williams SS Co
44 Whitehall St New York N Y

Willdomino expected ready Monday morning stop will you open credit with Royal Bank Canada here for payment bills estimated seventeen thousand dollars 4016

PICKFORD AND BLACK
148P

(Stamp) 1043

WESTERN UNION TELEGRAM

Pad 12:10 PM NY June 31, 1920. 4017

Pickford & Black Ltd.
Halifax
Nova Scotia.

Willdomino have insured two hundred sixty six bales on deck.

WILLIAMS STEAMSHIP CO.

Charge

Libellant's Exhibit 15.

4018 WESTERN UNION TELEGRAM

Received at Produce Exchange N. Y.
1920 Jul 2 AM 1158
D224B 76

Halifax NS 1205P 2

Williams Steamship Co
44 Whitehall St New York NY

Willdomino ready tug has not arrived thick fog here bills in addition to regular port charges and so forth wharfage nine hundred stevedoreing seventeen hundred cooperage ninety Government tug
4019 *Lady Laurier* eleven hundred and seventy six ballast material shoring number two bulkhead forty two hundred about eight hundred and fifty tons cargo or eleven thousand two hundred nineteen packages taken off ship and restowed on ship recommend approval of bills wire action desire me to take

GILROY.

(Stamp) 1920 Aug 2 AM 11 42
(Stamp) 0755

4020 COMMERCIAL CABLEGRAM.

Received at 20 Broad Street Jul 5 1920

5FX Y30 Liverpool 12

Wilshipco NY

Willdomino ogbezulgos afinamos sbaraglia unfroojdit willpolo akymaakyit aklojakhof memorize

ESPLEN

Willdomino having survey Ponta Delgada (Azores) expected to sail tonight 5th July Willpolo 48-47 19-13 4th July.

(Stamp) 487

Libellant's Exhibit 15.

COMMERCIAL CABLEGRAM 4021

Received at 20 Broad Street Jul 12 1920
R3 V1

Ponta Delgada 11

Willshipco NY

Willdomino sailed from Azores tenth on LP Turbine.

BEEBY

(Stamp) 108

COMMERCIAL CABLEGRAM

4022

Received at 20 Broad Street, Jul 12 1920

GX 5 Y 76 Liverpool 9

Wilshipco New York

Willdomino ugboh erffe menae chmos bittaque ifubd awbbe atcek arcuc

ESPLEN

Willdomino sailed from Ponta Delgada Azores July 10th total amount bills £2607/9/3

(Stamp) 1584 4023

Libellant's Exhibit 15.

4024 WESTERN UNION TELEGRAM

Received at Produce Exchange N. Y.
1920 Jul 21 PM 11 15
F58Z 9 2 EX

CW North Sydney NS 1135A 22

Willshipco
New York

Arrived Sydney waiting instruction have radioed Halifax

BEELEY
4025 Care Kelly.

(Stamp) 1920 Jul 22 AM 10 52
(Stamp) 0674

WESTERN UNION TELEGRAM

July 22nd, 1920.

Captain Beebey
Care Kelly
North Sydney, N. S.

4026

Proceed Halifax immediately report to Pickford & Black for bunkers

WILSHIPCO.

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4027

HT 5:00 PM NY July 22, 1920.

Pickford & Black
Halifax
Nova Scotia

Willdomino cargo perishable fruit already long delayed stop master reported eighty tons bunkers arrival North Sydney if necessary trifling additional quantity to reach Halifax cant you possibly arrange stop use your best judgment but avoid delay stop instruct master mail this office 4028
immediately Lisbon manifest.

WILLIAMS STEAMSHIP CO.

Charge

WESTERN UNION TELEGRAM

Received at Produce Exchange, N. Y.
1920 Jul 23 AM 11 33
D203B 27

Halifax NS 1145A 23

Williams Steamship Co Inc 4029
44 Whitehall St New York NY

Willdomino master mailing you from Sydney Lisbon manifest stop obtaining fifty tons coal bring him Halifax leaving Sydney this afternoon stop will hurry him away from here

PICKFORD AND BLACK LTD.

(Stamp) 1920 Jul 23 AM 11 15
(Stamp) 0753

Libellant's Exhibit 15.

4030 WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 July 24 AM 9 47
A319B 20

Halifax NS 1006A 24

Williams Steamship Co Inc
44 Whitehall St New York NY

Reported *Willdomino* touched off Canso no particulars from master will telegraph you again as soon as we receive more information

4031 PICKFORD AND BLACK LTD.

(Stamp) 1920 Jul 24 AM 9 27
(Stamp) 0537

WESTERN UNION TELEGRAM

Received at Produce Exchange N. Y.
1920 Jul 24 P M 3 17
A659B 20

Halifax NS 325P 24

4032 Williams Steamship Co
44 White Hall St New York NY

Last word from *Willdomino* she was making for here having filled after ballast tanks to counterbalance water in forepeak

PICKFORD AND BLACK LTD.

(Stamp) 1920 July 24 PM 3 00
(Stamp) 1145
(Stamp) Received July 26 1920 Williams S. S. Co., Inc.

Libellant's Exhibit 15.

POSTAL TELEGRAM 4033

60 AV VX 10

Halifax NS Jul 25 1920

Williams Steamship Co

44 Whitehall St New York

Willdomino advises anchored off Canso will proceed when weather moderates

PICKFORD AND BLACK LTD
1247P

(Stamp) Jul 25 3 56 PM 20
(Stamp) 354 4034
(Stamp) Postal Telegraph-Cable Co. Produce Exchange &

WESTERN UNION TELEGRAM

Received at 195 Broadway, N Y.
1920 July 25 PM 7 46
A858 18

Halifax NS 715P 25

Williams SS Co
44 Whitehall St New York NY 4035

Willdomino asks for assitance stop secured Government tug *Lady Laurier* stop she is proceeding to her assistance.

PICKFORD AND BLACK.

(Stamp) 1920 Jul 25 PM 7 07
(Stamp) 2344
(Stamp) Received Jul 28 1920 Williams S. S. Co., Inc.

Libellant's Exhibit 15.

4036 POSTAL TELEGRAM

142 Rahl 18 915AM

Halifax NS July 26, 1920

Williams Steamship Co.
44 Whitehall St New York

Willdomino at two forty AM Minday was off Canso in convoy *Lady Laurier* making for Halifax about four knots.

PICKFORD AND BLACK LTD

4037 (Stamp) Postal Telegraph-Cable Co., N. Y. Produce Exchange &
(Stamp) CX July 26 9 33 AM 20
(Stamp) 418

WESTERN UNION TELEGRAM

Received at Produce Exchange N. Y.
1920 July 26 AM 9 51
K16B 7

Halifax NS 950A 26

4038 Williams Steamship Co
44 Whitehall St New York NY

Is *Willdomino* insured in England or United States

PICKFORD AND BLACK LTD.

(Stamp) 1920 Jul 26 AM 9 38
(Stamp) 0489

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4039

PAD 10:15 AM NY July 28, 1920.

Pickford and Black Ltd.
Halifax
Nova Scotia.

Willdomino see arrangement scantlings drawing fourteen C on board which shows strong web on centre line at frame one hundred fortyone extending into number two hold this might assist bulkhead to hold air pressure without discharging cargo number two and shoring bulkhead stop number three bulkhead stiffened twelve inch channels we believe number two has stiffened eight inch channels. 4040

WILLIAMS STEAMSHIP CO.

Charge

WESTERN UNION TELEGRAM

PAD 10:45 AM NY July 28, 1920.

Pickford & Black Ltd.
Halifax 4041
Nova Scotia.

Referring our previous wire same is only suggestion for our Captain Gilboy to take up with underwriters surveyor as of course nothing must be done without their written consent.

WILLIAMS STEAMSHIP CO.

Charge

Libellant's Exhibit 15.

4042 WESTERN UNION TELEGRAM

Received at 2780 Broadway, New York
246FY FJO 17

Halifax NS July 29 1920

H Talbot
610 West 113 St New York

Potter Transportation Company eleven Broadway have tugboat *Humaconna* due at St Johns perhaps she would come for *Willdomino*

4043

GILBOY
515P

(Stamp) 230

WESTERN UNION TELEGRAM

114B1 8

Ax New York NY 932A July 29th

Wm D Gilboy
4044 Care Pickford and Black Ltd Halifax N S

State definitely date you want tugboat arrive Halifax.

WILLIAMS STEAMSHIP CO
11AM

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4045

PAD 10:25 AM NY July 30, 1920.

Pickford & Black Ltd.
Halifax
Nova Scotia.

Advise Gilboy tug left Portland six PM Friday night for Halifax.

WILLIAMS STEAMSHIP CO.

Charge

WESTERN UNION TELEGRAM 4046

Pickford & Black
Halifax, Nova Scotia.

Advise Gilboy tug *Baldridge* leaves Portland for Halifax Saturday noon.

WILLIAMS STEAMSHIP CO., INC.

Charge

WESTERN UNION TELEGRAM

HT 4:05 PM NY July 30, 1920.

Pickford & Black Ltd. 4047
Halifax
Nova Scotia.

Advise Gilboy have arranged credit seventeen thousand dollars United States currency with Royal Bank here to be transferred Royal Bank Halifax for payment *Willdomino* bills in Canadian currency when same approved by Gilboy and yourselves.

WILLIAMS STEAMSHIP COMPANY

Charge

Libellant's Exhibit 15.

4048 WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 July 31 AM 12 45
E24B 16

Halifax NS 932R 31

Williams Steamship Co Inc
44 Whitehall St New York N Y

There will be two hundred sixty six bales C deck of *Willdomino* will you insure

PICKFORD AND BLACK LTD.

4049 (Stamp) 1920 July 31 AM 8 44
(Stamp) 488

WESTERN UNION TELEGRAM

Received at 195 Broadway, N. Y.
C4B 47 NL

Halifax NS 30

Williams Steamship Co Inc
44 Whitehall St New York NY

4050 Understand about towboat from Portland *Willdomino* will sail Monday morning cargo all back on board also four hundred tons bunker coal ballast starting tomorrow all work to be finished Sunday trim before ballasting fifteen forward nineteen aft will ballast to raise forefoot as much as possible

GILBOY.

(Stamp) 1920 July 31 AM 1 47
(Stamp) 4724

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4051

GTW 12 Noon July 31, 1920.

Captain William D. Gilboy
Care Pickford & Black Ltd.
Halifax
Nova Scotia

Willdomino do not accept any unreasonable bills you can arrange with our attorneys McInnes Jenks and Lovett thirtyfive Bedfordrow to put up bond for our account on any attempted extortion of bills its up to us to protect the underwriters stop ascertain quietly if *Lady Laurier* is making claim and how much act cautiously stop 4052
we must know now so as to arrange general average cargo bonds here.

WILLIAMS STEAMSHIP CO.

Charge

WESTERN UNION TELEGRAM

A5B 94 NL

Halifax NS 31

H. Talbot
610 West 113 St New York NY

Will be guided by your wire have not signed any bills same to before signature Monday then 4053
will advise you before any action is taken by me coal I understand to be paid New York remaining bills follows stevedore wharfage ballast and bill for shoring number two bulkshead Government tug *Lady Laurier* bill only for coal used wages subsistence and hawser to be about thirteen hundred dollars no other claim underwriters. Will also approve bills here tug *Baldridge* left Portland Saturday noon due Sunday Halifax *Willdomino* will sail Monday morning acknowledge care Halifax Hotel

GILBOY.

(Stamp) 1920 Aug 1 AM 1 00

Libellant's Exhibit 15.

4054 WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 Aug 2 PM 2 25

J183B 9

Halifax NH 255P 2

Williams SS Co Inc
44 Whitehall St New York NY

Tug arrived two PM *Willdomino* will sail four PM

4055 GILROY.

(Stamp) 1920 Aug 2 PM 2 13
(Stamp) 1091

WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 Aug 2 PM 4 39
K204B 20

Halifax NS 450P 2

4056 Williams SS Co Inc
44 Whitehall St New York NY

Tug *Baldridge* arrived this afternoon delayed by fog stop leaves in morning with *Willdomino* stop fog prevents her leaving tonight

PICKFORD AND BLACK LTD.

(Stamp) 1920 Aug 2 PM 4 26
(Stamp) 1474

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4057

August 2 1920

Pickford & Black Limited
Halifax Nova Scotia

Advise Gilboy to O K bills as stated his wire even date after same have been approved by yourselves and underwriters surveyor stop no word from tug since Friday night leaving Portland stop secure copy tugs log Portland to Halifax

WILLIAMS STEAMSHIP COMPANY INC 4058

Charge Williams S. S. Co.

WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 Aug 3 AM 10 37
H91B 9

Halifax NS 1045A 3

Williams SS Co Inc 4059
44 Whitehall St New York NY

Willdomino sailed ten this morning in tow tug *Baldridge*

GILBOY.

(Stamp) 1920 Aug 3 AM 10 22
(Stamp) 0621

Libellant's Exhibit 15.

4060 WESTERN UNION TELEGRAM

Received at Produce Exchange NY
1920 Aug 3 PM 3 27
J219B 43

Halifax NS 309P 3

Williams SS Co
44 Whitehall St New York NY

Willdomino have no advice remittance your telegram thirtieth leaving tonight have signed accounts total ten thousand seven hundred seventy two dollars sixty one cents will you advise Pick-
4061 ford as to whether you will remit or if they will draw on you reply promptly

GILBOY.

(Stamp) 1920 Aug 3 P M3 09
(Stamp) Received Aug 3 1920 Williams S. S. Co., Inc.
(Stamp) 1257

POSTAL TELEGRAM

151RA D 44 505PM
Halifax NS Aug 3

4062 Williams Steamship Co Inc
44 Whitehall St NYK

Royal Bank Canada has no advice remittance your telegram thirtieth stop Gilboy leaving tonight and has signed accounts for ten thousand seven hundred seventy two dollars sixty one cents will we draw or do you wish telegraph remittance for this amount please reply promptly.

PICKFORD AND BLACK LTD

(Stamp) Received Aug 3 1920 Williams S. S. Co., Inc.
(Stamp) Postal Telegraph Cable, Aug. 3, 1920.

Libellant's Exhibit 15.

WESTERN UNION TELEGRAM 4063

HT 5:07 PM NY August 3rd, 1920.

Pickford & Black Ltd.
Halifax
Nova Scotia.

On Friday thirtieth ultimo immediately receipt your telegraphic advices we deposited cash seventeen thousand dollars U S funds with Equitable Trust for immediate transfer to Royal Bank New York for telegraphic transfer Royal Bank Halifax stop we learned late second instant Royal Bank 4064
New York had neglected telegraph funds which they then agreed to do at once.

WILLIAMS STEAMSHIP CO.

Charge

WESTERN UNION TELEGRAM

HT 5:00 PM NY August 9, 1920.

Pickford & Black 4065
Halifax
Nova Scotia.

Willdomino arrived safely seventh instant docked this morning now discharging cargo.

WILLIAMS STEAMSHIP COMPANY.

Charge

Libellant's Exhibit 15.

4066 WESTERN UNION TELEGRAM

HT 10:10 AM NY August 10, 1920.

Pickford & Black
Halifax
Nova Scotia.

Willdomino seventeen thousand dollar credit US funds Royal Bank Halifax expires today please pay all bills instruct bank mail us balance today stop will honor your coal draft.

4067 WILLIAMS STEAMSHIP COMPANY.

Charge

POSTAL TELEGRAM

WDG 3.40 PM NY August 18, 1920.

Pickford & Black
Halifax
Nova Scotia

4068 Advise Maritime and Salvage we shipped pump and parts Saturday Halifax Steamer *Rosiland* also mailed billslading on same Saturday to Maritime and Salvage Company have approved towage bill and mailed you same this date advise if pump has arrived.

WILLIAMS STEAMSHIP COMPANY

Charge

Libellant's Exhibit 16.

(Copy) 4069

New York, October 6th, 1920.

Hon Collector of Customs,
Port of New York.

Sir:—

Referring to our letter of August 24th regarding Entry #17044 dated August 10th, 1920 covering shipment of 335 casks Citrate of Lime ex S/S Willdomino, beg to state that we have made 4070
a very careful examination of this damaged cargo, and find same to be absolutely worthless to us, hence we have abandoned this cargo, and we hereby make claim for refund of duty on this shipment. Thanking you for your kind attention in this matter, we remain,

Very truly yours,
Signed CHARLES PFIZER & CO. INC.
GEO. A. ANDERSON, Treas.

I, Geo. A. Anderson, Treasurer of Charles 4071
Pfizer & Co., Inc. certify that the above facts are true and correct.

Signed GEO. A. ANDERSON.

Sworn to before me this
6th day of October, 1920.

Signed. HERMAN SANDERS, JR.,
Notary Public.

Libellant's Exhibit 17.

4072

(MAP OF WORLD—Not incorporated in this record pursuant to stipulation printed at pages 1418-1419 of record.)

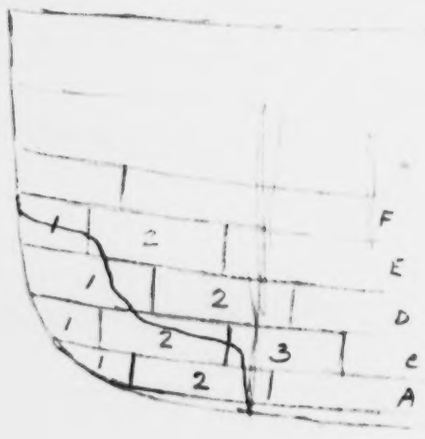
4073

4074

LIBELLANTS
EXHIBIT 18

Ex. L-18
Feb 27/23

S S WILLDOMINO



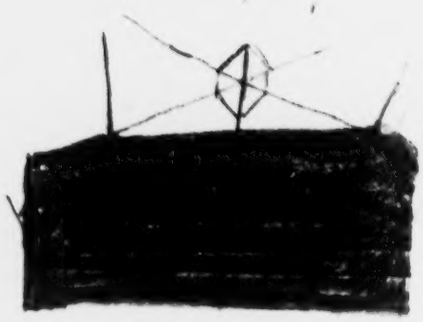
Plates affected

FOREFOOT PLATE

LOWER STEM BAR

PORT		STBD
A 1 & 2		A 1 & 2
C 1-2 & 3		C 1-2 & 3
D 1		D 1
E 1 & 2		E 1

Capacity of Vol



Gold
Grain Ales

Bale Measure

63373	cu ft
26517	
89890	Total

Libellant's Exhibit 18.

(PHOTOSTAT)

4075

4076

4077

In Admiralty—Memorandum.

4078

UNITED STATES DISTICT COURT,

DISTRICT OF NEW JERSEY.

CITRO CHEMICAL COMPANY OF AMERICA,
Libellant,

—against—

STEAMSHIP WILLDOMINO, her engines, boilers, etc.

CHARLES PFIZER & CO., INC.,
Libellant,

—against—

4079

STEAMSHIP WILLDOMINO, her engines, boilers, etc.

CONVOY STEAMSHIP CO., LTD., owner of the STEAMSHIP WILLDOMINO,
Cross-Libellant,

—against—

CHARLES PFIZER & CO., INC.,
Cross-Respondent.

MESSRS. BIGHAM, ENGLAR & JONES, Proctors for Libellants Pfizer & Co., and Citro Chemical Co. (JAMES D. CARPENTER, ESQ., of Counsel).

4080

MESSRS. HUNT, HILL & BETTS, Proctors for Claimant (owners of *Willdomino*).

LYNCH, *District Judge*:

These three admiralty causes were consolidated for the purpose of trial and this memorandum is intended to dispose of all of them.

In Admiralty—Memorandum.

The libellants, Citro Chemical Company of America, and Charles P. Pfizer & Company, caused to be placed aboard the *Willdomino* at Messina, Italy, in June, 1920, a large number of casks of citrate of lime, then in good order and condition, to be carried to New York. During the trip this citrate of lime became damaged and when it was tendered or delivered at New York it was not in good order and condition. The issue is whether the claimant is liable for the damages sustained by the libellants. 4081

The *Willdomino* was a steel vessel of approximately 9,000 tons, built in 1919, and purchased during that year by the present owner. It was propelled by turbines of approved type, which turbines were overhauled in January, 1920, under the supervision of competent engineers, about $30,000 being expended in the work. Thereafter, the vessel made a round trip to Danzig without turbine trouble. Upon her return to New York, she was placed in drydock at Brooklyn for the purpose of renewing certain leaky rivets in the hull of the vessel. After being discharged from the drydock and under certificate of Lloyds' surveyor, she proceeded to Norfolk and took aboard a cargo of coal which she carried to Marseilles without untoward incident. After discharging her cargo at Marseilles, she proceeded to Sicily, loading a cargo at Palermo and Messina. At Messina she took aboard the citrate of lime involved in this litigation, which was properly stowed in lower hold No. 1. On June 11, 1920, she sailed for New York, stopping at Gibraltar on June 16th, for additional bunkers (coal). From Gibraltar she proceeded to Lisbon, Portugal, and took aboard more cargo. While at Lis- 4082 4083

4084 bon, three of her engineers, her Second, Third and Fifth, obtained certificates, after medical examination, establishing that they were unable to proceed on the voyage, and the Captain of the *Willdomino* was obliged to sign them off. These three engineers had to be replaced before the ship could proceed. The Captain of the *Willdomino* consulted the British Consul (the *Willdomino* being under British registry) and made efforts to obtain British engineers at Lisbon, and although he offered bonuses, he was unable to obtain British men. The British Consul thereupon obtained two Portuguese engineers with proper
4085 certificates and instructed the Captain to sail with these men as Second and Third Engineers. The First Engineer and the Fourth Engineer, who had not signed off, were men of competence. On June 24th, the vessel left Lisbon, the First Engineer at the beginning of the voyage cooperating with the Second and Third Portuguese engineers in the use of the turbines until they became familiar therewith. On June 29th, engine trouble developed. The lubricating system failed to work due to some trouble with the oil pump. An investigation disclosed that the nut
4086 on the valve spindle in the forward oil pump had stripped off its threads so that it did not perform its function in opening the ports admitting steam to the piston, causing the pump to stop. This valve spindle was produced in court and examined by me. It is an exhibit in the case. The First Engineer in his testimony explains in detail the finding of this trouble, its difficulty of location, the effort to repair it, etc. After a period of three days temporary repairs were made, enabling the vessel to proceed under low pressure turbine. Operation under low pressure

required an increase in the supply of coal. After consultation, it was decided to put into Ponta Delgada, where the vessel arrived on July 4th. At that port a survey was held by two British masters appointed by the British Consul. The high pressure turbine which had been thrown out of commission could not be fixed at Ponta Delgada because there were no facilities for fixing it at that place. New thrust bearings were obtained and after the lubricating machine was overhauled and some coal and oil purchased, the vessel left that point on July 10, still proceeding on the low pressure turbine only. On July 15th, five days out of Ponta Delgada, the First Engineer and the Captain consulted regarding the situation and decided to put into Sydney (Nova Scotia) for coal, a recognized coaling port for vessels of the claimant. The vessel at the time was bearing on what is known as the Great Circle Course and the changing of her course to Sydney involved a deviation from the straight line to New York. She arrived at Sydney on July 22nd. A few hours before entering Sydney she received a wireless from her owners advising her to proceed to Halifax instead of Sydney to procure bunkers, as her owners had arranged with agents in Halifax for quick bunkering. The vessel was short of coal, however, and continued into Sydney, where she secured sufficient coal to take her to Halifax. Leaving Sydney on the night of July 23rd, she ran into a heavy fog. The master and all officers remained on deck throughout the night navigating her and setting her helm on a course which they believed to be about twenty miles off the coast. About 6:30 A. M., on the morning of the 24th, she struck something, causing an opening in her hull, and large quantities of water entered

4087

4088

4089

4090 hold No. 1, where the citrate of lime was stowed. Soundings within twenty minutes showed twenty feet of water in this hold, the citrate of lime being entirely covered. The vessel backed off from the object which it struck under its own power, but due to the large amount of water in No. 1 hold, was unmanageable, her propellers being up out of the water. The after-ballast tanks were thereupon filled with water, correcting the trim of the ship, and after the fog cleared the vessel proceeded towards Halifax under the convoy of a Canadian Government tug. She arrived at Halifax on July 27th. An inspection was at
4091 once made of the damage, by divers under the supervision of Lloyds, and the London Salvage Association, who stated that the damage was too great to be repaired by patch on the outside. The Port Warden, a Canadian Government official, whose duty it was to examine both damaged ships and damaged cargo, also joined in this survey. It being impossible to obtain a drydock to make any repairs at Halifax, all parties, including Lloyds, London Salvage Association and the Port Warden, together with Captain Gilboy, representing the owners, joined in the recom-
4092 mendation that the bulkhead between No. 1 and No. 2 hold be shored up, the cargo removed from No. 1 between decks and 400 tons of ballast be put in the stern of the vessel and that the vessel then proceed to New York with a tug for the purpose of making permanent repairs and discharging the cargo. The vessel left Halifax on August 3rd, in convoy of a tug and arrived at New York Saturday afternoon, August 7th. The effect of putting the sand (stone) ballast on the stern of the vessel had been to bring the bow up about four feet, decreasing the water in No. 1

hold from 20 to 16 feet, so that the upper part 4093
of the upper tier of casks of citrate of lime was out of the water, but before entering the harbor of New York, this sand ballast was thrown off at sea as recommended by Lloyds' surveyors. The vessel began discharging her undamaged cargo at Pier C, Jersey City, on August 7th, and continued to discharge at said pier and at 135th Street, New York City, until August 24th. On August 25th, she went into Tietjen & Lang's for survey, being then on the dock 30 hours. On August 28th, she again went into drydock for a period of eight hours for the measurement of plates by the contractor to whom the hull repair work had been 4094
awarded. On September 21st, she was again in drydock and remained there until October 2nd, on which date the repairs were completed. On October 2nd, the vessel now being placed in the water, the citrate of lime was discharged and tendered to the libellants. Libellants refused to take delivery and abandoned to the claimant, who sold the same for the best price obtainable.

The bills of lading exempted the carrier and ship from liability due to perils of the sea, stranding or other accidents of navigation of 4095
whatsoever kind in the following language:

> "IT IS MUTUALLY AGREED AS FOLLOWS—FIRST: The Ship and Carrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters, by fire from any cause or wheresoever occurring, by barratry of the Master or crew, by enemies, pirates, robbers or thieves, by arrest and restraint of princes, rulers or people, by explosion, bursting of boilers, or break-

4096 age of shafts, or any latent defect in hull, machinery or appurtenances, or unseaworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners have exercised due diligence to make the vessel seaworthy, by collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners, or other servants of the shipowner, nor for any loss or damage caused by heat, decay, putrefaction, vermin, rust,
4097 sweat, change of character, shrinkage, leakage, breakage, nor for any loss or damage arising from the nature of the goods or the insufficiency of the packages; nor for any country damages; nor for the obliteration, errors, insufficiency or absence of marks or numbers, address or description; nor for risk of craft, hulk and transshipment; nor for any loss or damage caused by the prolongation of the voyage; nor for any loss or damage occasioned by causes beyond his control."

4098 It is conceded that this exemption relieves the *Willdomino* in the absence of proof of negligence on the part of the ship and her owners, and the burden is on the libellants to show negligence in order to overcome this exemption. See *The Dolbardan Castle*, 222 Fed. 838, and *The Arpillao*, 270 Fed. 426. In the latter case, Judge Hough held that an excessive loss is not in itself sufficient to establish a *prima facie* case of negligence; that neither the burden of proof nor the

burden of evidence has been shifted by the fact of excessive loss. 4099

At the opening of the trial, Mr. Carpenter stated that it was the contention of the libellants that the vessel and her owners were negligent in the following respects:

1. Because the vessel sailed with incompetent engineers, incompetent and inexperienced in handling turbine engines.

2. That the vessel, because of the incompetent engineers, had a breakdown at sea and was obliged to put into Ponta Delgada in the Azores as a port of distress. 4100

3. That at that port the master did not take on sufficient coal to carry her, under the circumstances under which he was obliged to make the voyage, running on one low pressure turbine only, with the high pressure turbines out of commission because of damage, to carry him to the Port of New York.

4. That the vessel sailed from Ponta Delgada with 629 tons of coal, which was not sufficient to carry that vessel over the course she had to take to reach New York and that therefore she was not seaworthy. 4101

5. That the vessel, when she sailed from Ponta Delgada, took a course direct for Sydney. In other words, she did not attempt to make her destination, but took a long leg to Sydney for the purpose of

4102 making a stop there to obtain coal, which was a deviation from her voyage, and that if a deviation, the claimant would be precluded from setting up, as is set up in the pleading, a limitation of liability to $100 per cask.

6. That the vessel was carelessly navigated from Sydney down to Halifax, in that they were trying to steer as close as they could to the coast because they did not have coal enough and that because of that condition they carelessly got into a
4103 fog, close to the coast, a coast known to be dangerous.

7. That they were careless in the operation of her, that she stranded outside of Halifax and that three days thereafter she reached that port, where she was not properly cared for:

(a) In not unloading her there.

(b) In not in any way communicating with the owners and notifying them of the damage to the cargo.

(c) In not in any way consulting any-
4104 body else, a chemist, druggist, or anybody with knowledge of the facts and asking what damage sea water would do to citrate of lime, so that necessary precautions might be taken for the care and salvage of that kind of a cargo.

8. In not putting a mat or other device on the outside of the hull in order to shut out the water and keep out the water from coming into the hull and doing fur-

ther damage to the cargo or from not unloading the cargo at that port or from not doing anything that would have saved what value there was in the cargo at that time. 4105

9. Because the cargo was not unloaded at drydock or otherwise before October 2nd, when it was tendered to the libellants.

Following this opening of counsel, five days were devoted to the taking of testimony, and besides there were a number of depositions. 4106

At the oral argument following the close of the testimony, Mr. Carpenter submitted a large number of points of negligence which he argued he had sustained; in other words, that the *Willdomino* was negligent in the following respects, to-wit:

1. That she sailed from Gibraltar with insufficient coal.

2. That she sailed from Lisbon with insufficient coal.

3. That she sailed from Ponta Delgada with insufficient coal. 4107

4. That she took on two inexperienced Portuguese engineers at Lisbon solely to save ten days' time necessary to get experienced men.

5. At Ponta Delgada she could have made repairs, but it would have taken too much time, so they hastened on with only low pressure turbines working.

4108 6. At Ponta Delgada surveyors recommended that she take sufficient coal and water to reach destination; that she only took 250 tons more, a total of 630, which libellants have proved was not sufficient to take the vessel to New York (the destination) and admittedly only 60 tons more than necessary to take her to Sydney.

7. That she did not sail for her destination (New York), but sailed for Sydney.

4109 8. That at Sydney the owners directed her to sail for Halifax immediately and that she left with only 120 tons, barely enough to reach Halifax and not enough to reach New York.

9. That the course taken to Halifax shows that the vessel was skirting a known dangerous coast, that she did not go out where it was safe because she did not have sufficient coal to risk getting out further.

4110 10. That although striking a dangerous coast in a fog, the master used the sounding machine only once during the night (at 4:30 A. M.); that he did not use a hand line to get samples of bottom; that the vessel struck at 6:30 A. M. on known charted reef near a lighthouse.

11. That the *Lady Laurier* was sent for, which had to take the *Willdomino* in tow because the *Willdomino* did not have sufficient coal to operate pumps and engines at the same time and that when the

boat arrived at Halifax she had aboard only ten tons of coal. 4111

12. That when the *Willdomino* reached Halifax she waited a period of 36 hours pending the arrival of Captain Gilboy from New York. The master was in a port of refuge and he could have taken steps to stop the cargo loss.

13. That at Halifax various surveys were made when Captain Gilboy arrived. At his special request, because of the perishable cargo aboard, the surveyors there permitted the sealing of No. 1 hold, which 4112
held the lime, put ballast on the stern with the idea of rushing the vessel to New York to save lemons on board. The surveyors acceded to this request to save perishable cargo, recommending drydocking at New York.

14. At Halifax they failed to do the most obvious thing under the circumstances, to wit, notify the owners of the cargo of wetting and ask the nature of citrate of lime and possibility of salvage.

15. They failed to get any expert ad- 4113
vice regarding the citrate of lime or make any inquiries even of a druggist regarding that article.

16. That every document written in Halifax says nothing about citrate of lime and says No. 1 hold contained bailed cork. With this information surveyors probably thought the cork would help buoy the vessel on her voyage down. Long afterwards, they changed their minds and the

4114 ballast was dumped at sea, thereby re-immersing the citrate of lime.

17. That they failed to discharge the damaged cargo as recommended by Halifax surveyors.

18. That they refused to tell libellants of damage and took freight moneys and by their conduct caused the payment of duty.

19. That they discharged lemons first, because they knew they were perishable,
4115 and as yet they knew nothing of citrate of lime.

20. That they refused to open No. 1 hold for inspection of Jeffcott, because they wanted to save stevedoring expenses.

21. That they went to 134th Street and discharged cork wood without inquiring of anybody regarding citrate of lime.

22. That they put the vessel on drydock and let the water run from the hold; that they moved some cargo and made no attempt to plug the hole.

4116 23. That they put the vessel back in the water, wetting the cargo anew; that no effort to unload, in spite of the Citro Chemical letter of August 26, Exhibit C-12.

24. That they put the vessel on the drydock a second time, no effort being made to patch the vessel or discharge the cargo and then put her back in the water, wetting the cargo once more.

25. That they never, during that time, made an effort to discharge the cargo: 4117

(a) With divers.

(b) With use of pumps.

(c) In drydock, thence to decks.

(d) By plugging hole in hold and then discharging on to lighters or pier.

26. That in making the first tender of delivery on October 3rd, ten weeks after the date of stranding and eight weeks after arrival in New York, libellants were then under no obligation to accept such a delivery under the circumstances. 4118

27. That on August 26th, the cargo should have been discharged on deck of vessel in drydock, which was just what was done on October 3rd.

It will thus be observed that the negligence attributed covers a very large field. When we were boys we sometimes thought that by adding extra hooks to our fishing paraphernalia there was a greater probability of catching a fish. The line of the libellants, so to speak, shows no less than 27 hooks. Their position might be summarized by asserting that everything done by those aboard the *Willdomino* during the entire trip from Messina to New York was carelessly, negligently and improperly done. Obviously such a contention cannot be answered in a few words. However, I do not think it is necessary or advisable to take up each one of these 27 points and discuss it separately. So in the general discussion which follows I shall attempt to cover only those points which seem to me to be worthy of discussion. 4119

Was the vessel seaworthy at the time of load-

4120 ing the cargo and sailing from Messina? I can find no testimony justifying even an inference that she was unseaworthy. The owners are required to exercise due diligence to make her "in all respects seaworthy and properly manned, equipped and supplied." The vessel had been built for the British Government under the supervision of Lloyds Register about a year and a half before the time of the stranding and she was of the highest classification. She had had some trouble with her engines in December, 1919, and January, 1920, and her owners had spent about $30,000 for the purpose of remedying this trouble,
4121 utilizing the best known experts on turbines in the country for that purpose. Subsequent to the making of these repairs or alterations her trial trip satisfied these experts that she was then in perfect condition. In May, 1920, about three months before she stranded she was in drydock where certain minor repairs were made under the supervision of Lloyds' surveyor who inspected her and thereafter issued his report continuing her classification. So, as I have already indicated, there was nothing upon which to base even an inference that this vessel was not seaworthy in every respect.

4122 And her crew was a competent one, particularly the master and chief engineer. There is no testimony in the case purporting to show that they were not. When the vessel left Messina with this cargo she had a full complement of officers and crew aboard and she was properly equipped and supplied so far as the testimony shows. It is true that later on, while at Lisbon, the master was obliged to employ Portuguese engineers to replace some of his English engineers who had signed off. But these Portuguese engineers held licenses

showing them to be competent for the positions they were hired to fill and they were employed under the supervision of the British Consul, it being impossible to obtain English engineers at that port. Due diligence was exercised by those in charge of the vessel to secure competent men and the men who were secured performed the duties expected of them. A stripping of the threads in the nut of the valve spindle, associated with the turbines and the lubricating system, happened on June 29th. This valve spindle was entirely encased in the steam chest of the pump and could not be opened while the pump was in operation. The testimony of the witness from the Worthington pump concern which manufactured this particular pump is to the effect that it is not usual to open up this steam chest unless there is trouble; that such a valve spindle usually lasts as long as the pump lasts. And there is further testimony that in January, 1919, when the vessel was at the Vulcan Iron Works for repairs this pump had been actually opened up and the spindle was found to be in good condition. The going amiss of this propelling machinery slowed the boat down. According to that part of the bill of lading which I have hereinbefore quoted the master shall not be liable for loss or damage caused by "the prolongation of the voyage."

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When trouble developed she was justified in proceeding to Ponta Delgada, a port of refuge. And taking into consideration the inadequate facilities at that port I think the officers and crew did all that could be reasonably expected of them there. Some repairs were made while there and coal, in the judgment of the officers in charge sufficient to take the vessel to New York, was taken aboard and the vessel resumed her journey.

4126 But thereafter the *Willdomino* proceeded slower than was expected under the low pressure turbines and she was using more coal than had been anticipated. After an elapse of five days the master and chief engineer (on July 15) consulted and decided to put into Sydney for additional coal. They were then on the Great Circle Course and the putting into Sydney meant very little change from the course they were then on.

I cannot agree that the captain and chief engineer committed negligence in failing to take on a sufficient supply of coal at Ponta Delgada, but assuming that they were negligent in that respect,
4127 would not such negligence be "negligent management of the vessel" and fall within that part of the exemption which reads: "negligence, fault or error in judgment of the master, pilot, mariners or other servants of the ship owner"? See *The Silvia*, 171 U. S. 462.

Great stress was made by the libellants on what they termed a deviation—a diverting from the specified course to New York by putting into Sydney. And in support of their contention on that point the case of James Morrison & Co., Limited, v. Shaw, Savill, and Albion Company,
4128 Limited, King's Bench Division (in the Court of Appeal) decided in July, 1916, was cited and relied on. In that case the Court was considering whether a deviation of about 56 miles to Havre, France, was "an intermediate port" within the meaning of the bills of lading at which the steamship had liberty to call—the loss in that case occurring near Havre. The facts there showed that the port of Havre had never been visited by any vessel taking the route which the

steamship *Tokomaru* was following on that trip and the Court held as a matter of fact that Havre was not an "intermediate port" within the meaning of the bills of lading. Judge Swinfen Eady, L. J., delivering the opinion of the Court, among other things, said: 4129

> "I am of the opinion that it is impossible to lay down any hard and fast rule by which it may be determined whether any particular port is an intermediate port within the meaning of a bill of lading. In construing the document all the surrounding circumstances must be taken into consideration. The size and class of ship, the nature of the voyage, the usual and customary course, the natural or usual ports of call, the nature and position of the port in question. It is a question of fact in each case, and in my judgment Bailhache, J., was right in deciding that Havre was not an intermediate port on the voyage of this vessel from New Zealand to London, and that the *Tokomaru* in making for that port was deviating from her voyage, and that the defendants thereby lost the benefit of the exceptions in the bill of lading." 4130 4131

In the instant case the contents of the bills of lading are vastly different. The following clauses are in print—part of the printed form used:

> "Shipped by, or received for shipment * * * to be transported by the good steamship *Willdomino* * * * to New York with liberty to call at INTERMEDIATE PORTS or any port or ports in or out of the customary route in any order, to receive and dis-

4132 charge coal, cargo, passengers, and for any other purposes.

* * *

EIGHTH: The ship has liberty of filling up or bunkering at any port or ports in or out of the way."

No such clauses were considered in the English case just referred to.

At the bottom of the bills of lading in the instant case the following notation appeared in handwriting, "Filling up only in ports on the
4133 way Westwards of New York." This notation is meaningless as it stands. It was probably meant by the foreign agent, who added it, to read "Filling up only in ports on the way Westwards to New York."

There is testimony in the case on the part of the libellants to the effect that Sydney was not a usual, customary nor proper place to coal on voyages from the Mediterranean. The claimant maintains that it was customary for it to coal there. But as I read the printed clauses just quoted it does not make any difference whether Sydney was so regarded or not. It certainly was
4134 not so far out of the Circle Course as to justify one in saying that it was unreasonable on the part of those in charge of the *Willdomino*, under the circumstances in which they found themselves, to turn into Sydney.

In the case of South Atlantic S. S. Line v. London-Savannah Naval Stores Co., C. C. A., 5th Circuit (1918), 255 Fed. 306, there was a bill of lading provision regarding ports of call almost identical with the provisions of the bills of lading

in the instant case. In that case Judge Walker, 4135
speaking for the Court, said:

> "There is no law standing in the way of a shipper under a maritime contract binding himself by an agreement that the vessel carrying his goods, constituting only a part of its cargo, is to have the privilege expressed by the provision just quoted."

And as was said by Judge A. N. Hand in the case of *Emelia S. de Perez*, 1 American Maritime Cases, January, 1923, "The question is one 4136
of degree and reasonable conduct."

A wider latitude should be permitted the master of a vessel proceeding slowly across the Atlantic Ocean than one who is pursuing a coastwise course. The language of the deviation clause is very broad. The *Willdomino* was a British ship and at the time in question there were restrictions upon the supplying of bunkers to foreign ships on the Atlantic coast of the United States. The claimant had been obtaining its bunkers at Sydney and Halifax.

What was meant by the foreign agent who made the ambiguous notation on the printed bill 4137
of lading just referred to? Reverting to clause number eight hereinbefore recited it would seem that "filling up" is distinguished from "bunkering." The words "filling up or bunkering" are used. If this written in clause was intended to read, and I am inclined to think it was, "filling up only in ports on the way Westwards to New York," the written insertion was intended to apply to the loading of cargo. The visit to Sydney and Halifax was not for the purpose of filling in cargo. It is my conclusion that the *Will-*

4138 *domino* was within its rights in proceeding to Sydney under the circumstances and that there was no deviation.

At Sydney the *Willdomino* took aboard some coal and proceeded toward Halifax. Passing through the fog, which has already been mentioned, she stranded off Canso. Water entered the vessel and the citrate of lime was damaged. This quantity of citrate of lime aboard consisted only of about 10% of the entire cargo which was being carried. It was being shipped as ordinary merchandise in ordinary casks without any statement having been made to the owners or ship
4139 officers of the high value of the merchandise or of its peculiar characteristics. Under the circumstances the carrier owed to the goods the duty to use no more than reasonable diligence in caring for the same. See McNeil Higgins Co. v. Old Dominion S. S. Co., 235 Fed. 854; Steamboat *Lynx* v. King and Fisher, 12 Mo. 272; Notara v. Henderson, L. R. 5 Q. B. 346.

The stranding was not caused by the shortage of coal, nor was it caused by the taking on at Lisbon several days after the vessel left Messina of the Portuguese engineers.

4140 The evidence shows that the shipments were well stowed and cared for and were damaged by sea water rushing into hold No. 1 where the shipments were stowed and covering the same within twenty minutes after the stranding off Canso between Sydney and Halifax. The damage to the hull incurred in the stranding extended far back of the collision bulkhead between the fore peak and No. 1 hold, and accounted for the large amount of water getting into the hold and covering the citrate of lime.

The stranding was one of those things which

occurs during navigation at times when competent mariners are exercising due care and diligence. And the stranding was the proximate cause of the damage inflicted on the citrate of lime by sea water. 4141

I have already briefly referred to what those in charge of the *Willdomino* did after the stranding when they arrived in Halifax while the lime was still under water. They consulted with representatives of Lloyds Register and London Salvage Association and the Port Warden, the Canadian official charged with the duty of examining the damaged cargo. These three persons have testified that they considered this citrate of lime along with all the other cargo on board and in view of the fact that it was impossible to obtain a drydock at Halifax for at least three weeks, decided that it was for the interests of all concerned to send the vessel forward to New York after improving her trim and bracing up her bulkhead between No. 1 and No. 2 holds. Not only this, there is undisputed testimony to the effect that at Halifax there were no facilities for taking out or reconditioning this damaged cargo. In view of this testimony I do not believe it would be proper to hold that there was any degree of negligence on the part of the *Willdomino* in leaving Halifax for New York as advised. 4142 4143

On Saturday, August 7th, the vessel arrived in New York. On Monday morning, the 9th, the discharge of the undamaged cargo was begun at Pier C, Jersey City. After most of the cargo was discharged there, the vessel was then taken to 135th Street, New York, where the cork which was in No. 1 hold on top of the citrate of lime was taken out. It is argued on the part of the libellants that divers should have been employed to remove

4144 these casks of citrate of lime weighing from 500 to 1,500 pounds each. This would have entailed a prohibitive expense and I am inclined to believe the testimony in the case which is to the effect that such discharge was unknown in commercial practice in New York.

On August 25 and 26 the vessel was put on drydock for survey and on August 28 she was again placed back on drydock for measurement of plates by the contractor who was to do the job. The repair work on the hull was done expeditiously, the work being finally completed on October 2nd, on which date the cargo was taken
4145 out of the hold and delivery tendered to the libellants. There was a delay of almost one month between August 28 and September 21, during which period of time steel plates were being fabricated to be put on the hull. There is testimony on the part of the claimant to the effect that it would have been impossible to have removed these casks and delivered them while the vessel was in drydock owing to the fact that they were contained in No. 1 hold which was inshore and to have gotten these casks out would have required them to have been lowered into the drydock itself,
4146 which would have been dangerous to the dock and to the safety of the repair men's laborers who were working in this very section of the ship, and would have affected the trim of the vessel and of the floating drydock. No suggestion was made by anybody to do this nor was there any suggestion made during all this time to place a temporary patch on the vessel prior to the permanent repairs, so that the casks might be taken out more quickly. The whole forepart of the ship was torn away, the damage extending far aft of the collision bulkhead between the fore peak and the

No. 1 hold—very extensive damage, the plates being torn open so far that one could have wheeled a wheelbarrow directly into the hold from the outside. The purport of the testimony on this point produced by the libellants is to the effect that those in charge of the *Willdomino* omitted to do what they should have done toward the discharging of the lime. Several things are pointed out which libellants say should have been done. To summarize them one might put it this way: "Instead of doing that, you should have done this," etc., etc. Of course it is not difficult after an event to point out what might have been done with more efficient results. Those in charge of the *Willdomino* were using their best judgment in the circumstances which confronted them. They did not run away, so to speak. The libellant, the Citro Chemical Company, knew of the damage to its citrate of lime before the vessel arrived in New York and the other libellant, Pfizer & Company, learned of it shortly thereafter. On August 9 and almost daily thereafter, a surveyor for the underwriter on the Citro Chemical shipment was aboard the vessel in New York, and he saw the casks of citrate on August 26. He took samples, submitting them to a chemist for analysis. On August 13th a representative of the surveyors for the underwriters of the Pfizer shipment was aboard the vessel and also on various days thereafter. He also took a sample of that shipment. As a result of the analyses of both of the samples taken, it was stated that the shipments were total losses and both of these samples were taken prior to August 27th. It is clear that the officers and crew of the *Willdomino* had no knowledge of the peculiar characteristics of citrate of lime, the possibility

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4150 of its becoming more damaged by remaining in water, or by taking it out of sea water and reimmersing it therein, and if such knowledge was possessed by the libellants, they very readily could have suggested to the ship's officers or owners that the damage could have been lessened by an early discharge or by keeping it in the water, or by doing this or doing that, but there was no suggestion from them, the only comment being that the citrate of lime was worthless, everybody apparently considering that it had been damaged so far as it could be damaged.

4151 In the case of *The Strathdon*, 89 Fed. 374, Judge Thomas at page 381 had this to say respecting the work done and the attitude of the cargo owner:

> "This is illustrated by the nature of the injury, the expedition of the ship owners in the work of restoration, and the policy of the underwriters to express no advice or wish concerning the disposition of the cargo, but rather to leave the carrier in his embarrassment, unaided by counsel, and unconstrained by demand for any definite
4152 action."

and at page 382:

> "What did the carrier omit in the way of diligence in making the repairs? The cargo owners do not point out a single misstep, a culpable act, done or omitted, in the restoring of the ship to seaworthiness. But did the delay, although not in itself unnecessary, constitute an unreasonable detention of the goods without forwarding?

The attitude of the cargo owners at the time towards the existing condition is instructive. On November 11th, Capt. Brewer, representing the cargo owners, arrived at Port Said, and presumptively learned the extent of the disaster, the probable duration of the delay, and the possibility for transshipment and forwarding. It is not pointed out that he suggested any means of facilitating the delivery of the cargo. The information he received from his personal observation was transmitted, it may be assumed, to his principals. It does not appear that they afforded any indication of a desire for transshipment or forwarding." 4153 4154

In this memorandum the range of consideration has started with the building of the ship, the making of repairs, the beginning of the trip at Messina, the stop at the Azores, the turning into Sydney five days after leaving the Azores, the stranding after leaving Sydney, the visit at Halifax, the trip to New York Harbor and what took place in and about New York Harbor from the time of arrival to the day on which the cargo was tendered. Considerable space has necessarily been consumed in an effort to discuss all meritorious points urged. 4155

The conclusion that I have reached, after carefully considering the entire enterprise, is that the libellants have failed to sustain the burden of proving that the damage to the cargo was due to negligence and that therefore the ship and carrier are entitled to the benefit of the exemption against stranding and all other accidents of navi-

4156 gation contained in the bills of lading. It is therefore unnecessary for me to consider Point III urged on the part of the claimant which is to the effect that even if the Court should find that the libellants have shown any negligence on the part of the ship or carrier resulting in the damage to libellants' shipments, such negligence was "negligent navigation or management" for which the claimant as owner of the vessel is not liable under the terms of the Harter Act.

The conclusion arrived at calls for a dismissal of the original libels, and a decree in favor of the claimant's cross-libel.

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Citation.

United States of America, } *ss.*:
Third Judicial Circuit. }

(Seal)

TO THE STEAMSHIP WILLDOMINO, HER ENGINES, BOILERS, ETC.:

YOU ARE HEREBY CITED AND ADMONISHED to be and appear before the Judges of the United States Circuit Court of Appeals for the Third Circuit in
4158 the City of Philadelphia on the 6th day of July, in the year of our Lord one thousand nine hundred and twenty-three, pursuant to an appeal filed in the Clerk's office of the District of the United States for the District of New Jersey, wherein Citro Chemical Company of America is libellant, and the Steamship *Willdomino*, her engines, boilers, etc., is respondent, to show cause, if any there be, why the final decree dismissing the libel as in the petition of appeal mentioned should not be corrected, and why speedy justice should not be done to the parties in that behalf.

WITNESS the Honorable Charles F. Lynch, Judge of the United States District Court for the District of New Jersey, in the Third Judicial Circuit, this 6th day of June, in the year of our Lord one thousand nine hundred and twenty-three. 4159

CHARLES F. LYNCH,
Judge.

Served June 6th, 1923.

HUNT, HILL & BETTS,
Proctors for Resp't-Appellee.

Decree Against Citro Chemical Co.

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At a Stated Term of the District Court of the United States for the District of New Jersey, held at the Court Rooms in the Federal Building in the City of Newark, New Jersey, on the 15th day of May, 1923.

Present:—HON. CHARLES F. LYNCH,
District Judge.

CITRO CHEMICAL COMPANY OF AMERICA, 4161
Libellant,

—against—

THE S. S. WILLDOMINO, her engines, etc.,
Respondent,

CONVOY STEAMSHIP COMPANY, LTD.,
Claimant.

This cause having come on to be heard on the pleadings and proofs and having been

4162 argued and submitted by the advocates of the respective parties, and due deliberation having been had, and the Court having handed down its decision in writing dismissing the libel herein against the *S. S. Willdomino,* its claimant, and the claimant's stipulator for costs and value, and the costs of the claimant herein having been taxed in the sum of $623.65,

Now, on motion of Hunt, Hill & Betts, proctors for the claimant, it is

ORDERED, ADJUDGED AND DECREED that the libel
4163 herein be and the same hereby is dismissed; and it is

FURTHER ORDERED, ADJUDGED AND DECREED that the claimant, Convoy Steamship Company, Ltd., have and recover from Citro Chemical Company of America, the libellant herein, and its stipulator, its costs as taxed in the sum of $623.65, and that the said claimant have execution for $623.65 against the libellant with interest thereon from the date of the entry of the decree herein until paid; and it is

4164 FURTHER ORDERED that unless this decree be satisfied or an appeal be taken therefrom within twenty days after the service of a copy hereof, with notice of entry, upon the proctors for the libellant herein, the libellant's stipulator for costs show cause before this Court within four days, or upon the first day of jurisdiction thereafter, why execution should not issue against it, its goods, chattels and lands, to satisfy this decree; and it is

Notice of Appeal.

FURTHER ORDERED, that unless an appeal be taken from this decree within the time limited and prescribed by the rules of this Court, that the claimant's stipulations for value and costs be cancelled. 4165

Enter,

CHARLES F. LYNCH,
D. J.

Notice of Appeal of Citro Chemical Company of America From the Final Decree Dismissing the Libel. 4166

UNITED STATES DISTRICT COURT,

DISTRICT OF NEW JERSEY.

CITRO CHEMICAL COMPANY OF AMERICA,
Libellant,

—against—

STEAMSHIP "WILLDOMINO," her engines, boilers, etc.,
Respondent. 4167

Sirs:

PLEASE TAKE NOTICE that the libellant, above named, the Citro Chemical Company of America, hereby appeals to the United States Circuit Court of Appeals, for the Third Circuit, from the final decree dismissing the libel, entered in

4168 the above entitled action on the 15th day of May, 1923, and from each and every part of said decree.

Dated, New York, May 21, 1923.

Yours, etc.,

BIGHAM, ENGLAR & JONES,
Proctors for Libellant-Appellant,
64 Wall Street,
New York City.

4169 To:

GEORGE T. CRAMMER, ESQ.,
Clerk of United States District
Court for the District of New Jersey.

MESSRS. HUNT, HILL & BETTS,
Proctors for Respondent-Appellee,
120 Broadway,
New York City.

4170

Petition of Appeal.

4171

Served June 6th, 1923.

UNITED STATES CIRCUIT COURT OF APPEALS,

FOR THE THIRD CIRCUIT.

CITRO CHEMICAL COMPANY OF AMERICA,
Libellant-Appellant,
—against—

STEAMSHIP "WILLDOMINO," her engines, boilers, etc., 4172
Respondent-Appellee.

The CITRO CHEMICAL COMPANY OF AMERICA, the libellant-appellant herein, respectfully shows as follows:

1. On or about the 1st day of October, 1920, the libellant filed a libel in the District Court of the United States for the District of New Jersey against the above named steamship *Willdomino,* her engines, boilers, etc., in a cause of contract 4173
and cargo damage, civil and maritime, to recover the sum of Sixty-seven Thousand and Five Hundred ($67,500) Dollars, alleged to be due to the libellant, arising out of a breach of a certain contract of affreightment by which the goods in question were to be transported by the said steamship *Willdomino* from the Port of Messina to the Port of New York, as will appear more fully by reference to the said libel.

4174 2. On or about the 17th day of November, 1920, the respondent duly appeared and filed its answer to the said libel, praying that the said libel be dismissed with costs as by reference to the said answer will more fully appear.

3. That on February 26-27, 1923, said cause came on for hearing before the Hon. Charles F. Lynch, Judge of the said District Court, and such proceedings were had; that on the 15th day of May, 1923, a final decree was made and entered in said cause whereby it was adjudged that the libel of the said libellant be dismissed with
4175 costs.

4. The above named libellant and appellant is advised and insists that said final decree is erroneous in that said District Court did not decree to your libellant damages with interest and costs as prayed for in said libel.

5. In that said Court held, contrary to the evidence of disinterested shipping men, that the vessel was not guilty of a deviation in proceeding to Sydney on a voyage from Messina via Gibraltar to New York.
4176

6. In that said Court held, contrary to the evidence of disinterested shipping men, that the vessel was not guilty of a deviation in proceeding from Gibraltar to Lisbon under a bill of lading issued at Messina, which provided filling up only at ports on her voyage westwards of New York.

7. In that said Court held that the retention of the cargo on board the steamship *Willdomino*

from August 7th until October 26th, while the vessel was in New York, was not a deviation. 4177

8. In that said Court held that the claimant was excused by the Harter Act in respect of errors in navigation, although claimant had not used due diligence to make the ship seaworthy, and had, in fact, ordered the ship to sail unseaworthy with an insufficient supply of coal.

9. In that said Court held that the stranding of the *Willdomino* was not due to negligent navigation, although the vessel had been operated in a fog along a dangerous coast for twenty (?) hours and had taken no sights and only one sounding during that entire period. 4178

10. In that said Court did not find that the vessel owners had failed to exercise due care and custody over the cargo after the original accident, by notifying the cargo owners of the condition of the cargo while the vessel was at Halifax, and taking such steps as were available to prevent further deterioration of the cargo while at that port.

11. In that the Court did not find that the vessel owners did not exercise proper care and custody of the cargo, but retained it upon the *Willdomino* for their own convenience after arrival of the vessel at New York, from August 7th to October 4th, although the cargo was continually deteriorating. 4179

12. In that said Court held, as a matter of law, that sailing from Ponta Delgada with an

4180 insufficient supply of coal did not render the vessel unseaworthy, but was an error in the management and navigation of the vessel.

13. In that said Court held, as a matter of law, that sailing from Lisbon for New York with an insufficient supply of coal did not render the vessel unseaworthy, but was an error in the management and navigation of the vessel.

14. In that said Court did not find, as a matter of fact, that the vessel sailed from Ponta Delgada direct to Sydney and was, therefore, guilty of a deviation from the usual and cus-
4181 tomary route from Ponta Delgada to New York.

15. In that said Court did not find that libellant was entitled to a refund of freight paid by it, in view of the fact that no notice was given to the libellant of damage to its cargo either at Halifax or after arrival of the vessel at New York, until August 17th, after bill for freight had been sent to libellant and paid by it.

16. In that said Court held that the retention of the cargo upon the vessel, while the remainder
4182 of the cargo was discharged at New York and the subsequent docking and undocking of the vessel with libellant's cargo still in it, did not constitute a deviation and a failure on the part of the claimant to properly care for and protect said cargo entrusted to it.

17. In that the Court found, as a matter of fact, that the decision to go to Sydney was made by the master and chief engineer at sea, although the evidence showed that the vessel had been

ordered to Sydney by the owners while at Gibraltar, and also showed that the owners wirelessed the vessel to change her course from Sydney to Halifax, while the vessel was at sea and prior to the decision dealt with by said Court. 4183

18. In that said Court found, as a matter of fact, that claimant had been obtaining its bunkers at Sydney and Halifax, although the evidence showed that the claimant had only sent one vessel to either of these ports heretofore, and that that vessel had been dispatched there from a North European port to obtain bunkers for an ensuing voyage. 4184

19. In that said Court did not find, as a matter of fact, that the steamship *Willdomino* was dispatched to Sydney and/or later to Halifax in order to obtain bunkers for the ensuing voyage rather than to complete the voyage in question.

20. In that said Court did not find, as a matter of fact, that the order to the vessel at Gibraltar, requiring her to proceed to Sydney was made, not with a view to saving the difference between the price at Gibraltar and at Sydney, which was inconsiderable when compared with the actual value of the time which would be lost by the vessel in going to this port for bunkers, but was sent with a view to having the *Willdomino* obtain coal at Sydney for the ensuing voyage, which could not readily be obtained at New York because of coal restrictions and the nationality of the vessel. 4185

21. In that said Court entirely disregarded the cable of the claimant to the master, reading

4186 as follows, which ordered the vessel to deviate and to sail with an insufficient supply of bunkers:

> "Your coal requirements excessive, cost of bunkers Gibraltar very high, make accurate measurement remaining bunkers; if not enough to make North Sydney, take only enough to reach there; cut down consumption in every way; if fuel runs short reaching the coast, cut out one boiler."

22. In that the Court did not find that pro-
4187 ceeding to Sydney for coal for the next voyage was a filling in with cargo contrary to the bill of lading provision:

> "Filling up only in ports on the way westwards of New York."

23. In that the Court found, as a matter of fact, that there were no facilities for taking out or reconditioning the cargo at Halifax.

24. In that the Court found, as a matter of fact, contrary to the evidence of experts, that the discharge of cargo prior to the time when
4188 this cargo was discharged either by divers while in drydock, or otherwise, was unknown in commercial practice in New York.

25. In that the Court failed to find, as a matter of fact, that if the vessel had taken a proper supply of coal, she would not have been at or near the point where she stranded and, therefore, that her stranding was directly due to her unseaworthiness.

26. In that the Court did not find that the failure of the vessel to sail in a seaworthy condition, with the subsequent negligent stranding, rendered the vessel owner liable for the damage sustained by libellant. 4189

27. In that the Court did not find that the deviation deprived the claimants of the benefit of all exemptions from liability contained in the bill of lading, and made the carrier an absolute insurer and, as such, liable for the entire loss.

28. In that the said Court did not find that the deviation to Sydney and to Halifax, and the retention of the cargo upon the vessel, displaced and nullified all terms of the bill of lading and subjected the carrier and the vessel to the liabilities imposed upon carriers by common law in the absence of any contractual conditions or exceptions. 4190

29. In that the Court did not find that the sailing from Sydney for Halifax with an insufficient supply of coal constituted unseaworthiness, which made it necessary for the vessel to keep close to the shore and caused or contributed to her stranding. 4191

30. In that the Court did not find that the *Willdomino* should have taken on a sufficient supply of coal at Sydney, even though delayed there to obtain this coal, to have taken her direct to New York.

31. In that the Court dismissed the libel herein with costs.

4192 32. In that said Court did not enter a decree in favor of libellant herein for the damages sustained by it on account of the matters set forth in the libel herein.

For these and other reasons, the above named libellant and appellant appeals from said final decree to the United States Circuit Court of Appeals for the Third Circuit, and on said appeal intends to secure a new decision on the law and on the facts, upon the pleadings and proofs in said District Court, and prays that the record and proceedings aforesaid may be returned to the
4193 United States Circuit Court of Appeals for the Third Circuit and the decree may be reversed, with libellant's costs in the District Court and in this Court.

Dated, Jersey City, N. J., June 5th, 1923.

McDERMOTT, ENRIGHT & CARPENTER,
BIGHAM, ENGLAR & JONES,
Proctors for Libellant-Appellant.

Allowed, June 6th, 1923.

4194 CHARLES F. LYNCH,
District Judge.

Citation.

United States of America,
Third Judicial Circuit. } *ss.*: 4195

(Seal)

TO THE STEAMSHIP WILLDOMINO, HER ENGINES, BOILERS, ETC.:

YOU ARE HEREBY CITED AND ADMONISHED to be and appear before the Judges of the United States Circuit Court of Appeals for the Third Circuit in the City of Philadelphia on the 6th day of July, in the year of our Lord one thousand nine hundred and twenty-three, pursuant to an appeal 4196
filed in the Clerk's office of the District of the United States for the District of New Jersey, wherein Charles Pfizer and Co., Inc., is libellant, and the Steamship *Willdomino,* her engines, boilers, etc., is respondent, to show cause, if any there be, why the final decree dismissing the libel as in the petition of appeal mentioned should not be corrected, and why speedy justice should not be done to the parties in that behalf.

WITNESS the Honorable Charles F. Lynch, Judge of the United States District Court for the District of New Jersey, in the Third Judicial 4197
Circuit, this 6th day of June, in the year of our Lord one thousand nine hundred and twenty-three.

CHARLES F. LYNCH,
Judge.

Served June 6th, 1923.

HUNT, HILL & BETTS,
Proctors for Resp't-Appellee.

Decree Against C. Pfizer & Co., Inc.

4198

At a Stated Term of the District Court of the United States for the District of New Jersey, held at the Court Rooms in the Federal Building in the City of Newark, New Jersey, on the 15th day of May, 1923.

Present:—Hon. Charles F. Lynch,
District Judge.

4199 Charles Pfizer & Co., Inc.,
Libellant,

—against—

The S. S. Willdomino, her engines, etc.,
Respondent,

Convoy Steamship Company, Ltd.,
Claimant.

This cause having come on to be heard on the pleadings and proofs and having been
4200 argued and submitted by the advocates of the respective parties, and due deliberation having been had, and the Court having handed down its decision in writing dismissing the libel herein against the *S. S. Willdomino,* its claimant, and the claimant's stipulator for costs and value, and the costs of the claimant herein having been taxed in the sum of $1,986.18,

Now, on motion of Hunt, Hill & Betts, proctors for the claimant, it is

Decree.

ORDERED, ADJUDGED AND DECREED that the libel herein be and the same hereby is dismissed; and it is 4201

FURTHER ORDERED, ADJUDGED AND DECREED that the claimant, Convoy Steamship Company, Ltd., have and recover from Charles Pfizer & Co., Inc., the libellant herein, and its stipulator, its costs as taxed in the sum of $1,986.18 and that the said claimant have execution for $1,986.18 against the libellant with interest thereon from the date of the entry of the decree herein until paid; and it is

4202

FURTHER ORDERED that unless this decree be satisfied or an appeal be taken therefrom within twenty days after the service of a copy hereof, with notice of entry, upon the proctors for the libellant herein, the libellant's stipulator for cost show cause before this Court within four days, or upon the first day of jurisdiction thereafter, why execution should not issue against it, its goods, chattels and lands, to satisfy this decree; and it is

FURTHER ORDERED that unless an appeal be taken from this decree within the time limited and prescribed by the rules of this Court, that the claimant's stipulations for value and costs be cancelled. 4203

Enter,

CHARLES F. LYNCH,
D. J.

Notice of Appeal of Charles Pfizer & Co., Inc., From the Final Decree Dismissing the Libel.

4204

UNITED STATES DISTRICT COURT,

DISTRICT OF NEW JERSEY.

CHARLES PFIZER & CO., INC.,
Libellant,

STEAMSHIP "WILLDOMINO," her engines, boilers, etc.,
Respondent.

4205 *Sirs*:

PLEASE TAKE NOTICE that the libellant, above-named, Charles Pfizer & Co., Inc., hereby appeals to the United States Circuit Court of Appeals for the Third Circuit, from the final decree dismissing the libel, entered in the above entitled action on the 15th day of May, 1923, and from each and every part of said decree.

Dated, New York, May 21, 1923.

Yours, etc.,

4206 BIGHAM, ENGLAR & JONES,
Proctors for Libellant-Appellant,
64 Wall Street,
New York City.

To:

GEORGE T. CRAMMER, ESQ.,
Clerk of United States District Court,
for the District of New Jersey.

MESSRS. HUNT, HILL & BETTS,
Proctors for Respondent-Appellee,
120 Broadway,
New York City.

Petition of Appeal.

4207

Served June 6th, 1923.

UNITED STATES CIRCUIT COURT
OF APPEALS,

FOR THE THIRD CIRCUIT.

CHARLES PFIZER & COMPANY, INC.,
Libellant-Appellant,

—against—

Steamship "WILLDOMINO," her engines, boilers, etc., 4208
Respondent-Appellee.

Charles Pfizer & Company, Inc., the libellant-appellant herein, respectfully shows as follows:

1. On or about the 1st day of October, 1920, the libellant filed a libel in the District Court of the United States for the District of New Jersey against the above named steamship *Willdomino*, her engines, boilers, etc., in a cause of 4209
contract and cargo damage, civil and maritime, to recover the sum of One hundred and seventy-nine thousand ($179,000) Dollars, alleged to be due to the libellant, arising out of a breach of a certain contract of affreightment by which the goods in question were to be transported by the said steamship *Willdomino* from the Port of Messina to the Port of New York, as will appear more fully by reference to the said libel.

4210 2. On or about the 17th day of November, 1920, the respondent duly appeared and filed its answer to the said libel, praying that the said libel be dismissed with costs, as by reference to the said answer will more fully appear.

3. That on February 26-27, 1923, said cause came on for hearing before the Hon. Charles F. Lynch, Judge of the said District Court, and such proceedings were had, that on the 15th day of May, 1923, a final decree was made and entered in said cause, whereby it was adjudged that the libel of the said libellant be dismissed with costs.

4211.

4. The above named libellant and appellant is advised and insists that said final decree is erroneous in that said District Court did not decree to your libellant damages with interest and costs as prayed for in said libel.

5. In that said Court held, contrary to the evidence of disinterested shipping men, that the vessel was not guilty of a deviation in proceeding to Sydney on a voyage from Messina via Gibraltar to New York.

4212 6. In that said Court held, contrary to the evidence of disinterested shipping men, that the vessel was not guilty of a deviation in proceeding from Gibraltar to Lisbon under a bill of lading issued at Messina, which provided filling up only at ports on her voyage westwards of New York.

7. In that said Court held that the retention of the cargo on board the steamship *Willdomino* from August 7th until October 26th, while the vessel was in New York, was not a deviation.

8. In that said Court held that the claimant was excused by the Harter Act in respect of errors in navigation, although claimant had not used due diligence to make the ship seaworthy, and had, in fact, ordered the ship to sail unseaworthy with an insufficient supply of coal. 4213

9. In that said Court held that the stranding of the *Willdomino* was not due to negligent navigation, although the vessel had been operated in a fog along a dangerous coast for twenty (?) hours and had taken no sights and only one sounding during that entire period.

4214

10. In that said Court did not find that the vessel owners had failed to exercise due care and custody over the cargo after the original accident, by notifying the cargo owners of the condition of the cargo while the vessel was at Halifax, and taking such steps as were available to prevent further deterioration of the cargo while at that port.

11. In that the Court did not find that the vessel owners did not exercise proper care and custody of the cargo, but retained it upon the *Willdomino* for their own convenience after arrival of the vessel at New York from August 7th to October 4th, although the cargo was continually deteriorating. 4215

12. In that said Court held, as a matter of law, that sailing from Ponta Delgada with an insufficient supply of coal did not render the vessel unseaworthy, but was an error in the management and navigation of the vessel.

4216 13. In that said Court held, as a matter of law, that sailing from Lisbon for New York with an insufficient supply of coal did not render the vessel unseaworthy, but was an error in the management and navigation of the vessel.

14. In that said Court did not find, as a matter of fact, that the vessel sailed from Ponta Delgada direct to Sydney and was, therefore, guilty of a deviation from the usual and customary route from Ponta Delgada to New York.

15. In that said Court held that the retention
4217 of the cargo upon the vessel while the remainder of the cargo was discharged at New York, and the subsequent docking and undocking of the vessel with libellant's cargo still in it, did not constitute a deviation and a failure on the part of the claimant to properly care for and protect said cargo entrusted to it.

16. In that the Court found, as a matter of fact, that the decision to go to Sydney was made by the master and chief engineer at sea, although the evidence showed that the vessel had been ordered to Sydney by the owners while at Gibraltar,
4218 and also showed that the owners wirelessed the vessel to change her course from Sydney to Halifax while the vessel was at sea and prior to the decision dealt with by said Court.

17. In that said Court found, as a matter of fact, that claimant had been obtaining its bunkers at Sydney and Halifax, although the evidence showed that the claimant had only sent one vessel to either of these ports heretofore, and that that vessel had been dispatched there from a North

European port to obtain bunkers for an ensuing voyage. 4219

18. In that said Court did not find, as a matter of fact, that the steamship *Willdomino* was dispatched to Sydney and/or later to Halifax in order to obtain bunkers for the ensuing voyage rather than to complete the voyage in question.

19. In that said Court did not find, as a matter of fact, that the order to the vessel at Gibraltar, requiring her to proceed to Sydney was made, not with a view to saving the difference between the price at Gibraltar and at Sydney, which was inconsiderable when compared with the actual value of the time which would be lost by the vessel in going to this port for bunkers, but was sent with a view to having the *Willdomino* obtain coal at Sydney for the ensuing voyage, which could not readily be obtained at New York because of coal restrictions and the nationality of the vessel. 4220

20. In that said Court entirely disregarded the cable of the claimant to the master reading as follows, which ordered the vessel to deviate and to sail with an insufficient supply of bunkers: 4221

> "Your coal requirements excessive cost of bunkers Gibraltar very high make accurate measurement remaining bunkers if not enough to make North Sydney take only enough to reach there cut down consumption in every way if fuel runs short reaching the coast cut out one boiler."

4222 21. In that said Court did not find that proceeding to Sydney for coal for the next voyage was a filling in with cargo contrary to the bill of lading provision:

"Filling up only in ports on the way westwards of New York."

22. In that the Court found, as a matter of fact, that there were no facilities for taking out or reconditioning the cargo at Halifax.

23. In that the Court found, as a matter of
4223 fact, contrary to the evidence of experts, that the discharge of cargo prior to the time when this cargo was discharged either by divers while in drydock, or otherwise, was unknown in commercial practice in New York.

24. In that the Court failed to find, as a matter of fact, that if the vessel had taken a proper supply of coal, she would not have been at or near the point where she stranded and, therefore, that her stranding was directly due to her unseaworthiness.

4224 25. In that the Court did not find that the failure of the vessel to sail in a seaworthy condition, with the subsequent negligent stranding, rendered the vessel owner liable for the damage sustained by libellant.

26. In that the Court did not find that the deviation deprived the claimants of the benefit of all exemptions from liability contained in the bill of lading and made the carrier an absolute insurer and, as such, liable for the entire loss.

27. In that the said Court did not find that the deviation to Sydney and to Halifax, and the retention of the cargo upon the vessel, displaced and nullified all terms of the bill of lading, and subjected the carrier and the vessel to the liabilities imposed upon carriers by common law in the absence of any contractual conditions or exceptions. 4225

28. In that the Court did not find that the sailing from Sydney for Halifax with an insufficient supply of coal constituted unseaworthiness which made it necessary for the vessel to keep close to the shore and caused or contributed to her stranding. 4226

29. In that the Court did not find that the *Willdomino* should have taken on a sufficient supply of coal at Sydney, even though delayed there to obtain this coal, to have taken her direct to New York.

30. In that the Court dismissed the libel herein with costs.

31. In that said Court did not enter a decree in favor of libellant herein for the damages sustained by it on account of the matters set forth in the libel herein. 4227

For these and other reasons, the above named libellant and appellant appeals from said final decree to the United States Circuit Court of Appeals for the Third Circuit, and on said appeal intends to secure a new decision on the law and on the facts, upon the pleadings and proofs in said District Court, and prays that the record and

4228 proceedings aforesaid may be returned to the United States Circuit Court of Appeals for the Third Circuit, and the decree may be reversed, with libellant's costs in the District Court and in this Court.

Dated, Jersey City, N. J., June 5th, 1923.

McDERMOTT, ENRIGHT & CARPENTER,
BIGHAM, ENGLAR & JONES,
Proctors for Libellant-Appellant.

Allowed June 6, 1923.

4229

CHARLES F. LYNCH,
District Judge.

Citation.

United States of America, } ss.:
Third Judicial Circuit. }

(Seal)

To the Convoy Steamship Co., Ltd., owner of
4230 the Steamship Willdomino:

You are hereby cited and admonished to be and appear before the Judges of the United States Circuit Court of Appeals for the Third Circuit in the City of Philadelphia on the 6th day of July, in the year of our Lord one thousand nine hundred and twenty-three, pursuant to an appeal filed in the Clerk's office of the District of the United States for the District of New Jersey, wherein the Convoy Steamship Co., Ltd., owner

of the Steamship *Willdomino,* is cross-libellant, and Charles Pfizer & Co., Inc., is cross-respondent, to show cause, if any there be, why the final decree rendered against the cross-respondent as in the petition of appeal mentioned should not be corrected, and why speedy justice should not be done to the parties in that behalf. 4231

WITNESS the Honorable Charles F. Lynch, Judge of the United States District Court for the District of New Jersey, in the Third Judicial Circuit, this 6th day of June, in the year of our Lord one thousand nine hundred and twenty-three. 4232

CHARLES F. LYNCH,
Judge.

Served June 6th, 1923.

HUNT, HILL & BETTS,
Proctors for Resp't-Appellee.

4233

Decree on Cross-Libel.

4234

At a Stated Term of the District Court of the United States for the District of New Jersey, held at the Court Rooms in the Federal Building in the City of Newark, New Jersey, on the 15th day of May, 1923.

Present:—Hon. Charles F. Lynch,
District Judge.

Convoy Steamship Company, Ltd.,
4235 Cross-Libellant,

—against—

Charles Pfizer & Co., Inc.,
Cross-Respondent.

This cause having come on to be heard on the pleadings and proofs and having been argued and submitted by the advocates of the respective parties, and due deliberation having been had, and the Court having handed down its decision in writing, providing that the cross-
4236 libellant herein recover from the cross-respondent the agreed freight for the transportation of 335 casks of citrate of lime from Messina, Italy, to New York City, amounting to $2,514.08, and the costs of the cross-libellant herein having been taxed at $55.80;

Now, on motion of Hunt, Hill & Betts, proctors for the cross-libellant, it is

Ordered, adjudged and decreed that the cross-libellant herein recover from the cross-respond-

ent the sum of $2,514.08, with interest thereon 4237
from October 2nd, 1920, amounting to $395.13, together with $55.80 costs as taxed, making a total sum of $2,965.01, with interest thereon from the date of this decree until paid, and that cross-libellant have execution against said cross-respondent for said sum; and it is

FURTHER ORDERED, ADJUDGED AND DECREED that unless this decree be satisfied or an appeal be taken therefrom within twenty days after the service of a copy hereof, with notice of entry, upon the proctors for the cross-respondent herein, the cross-respondent's stipulator for costs show cause 4238
before this Court within four days, or upon the first day of jurisdiction thereafter, why execution should not issue against it, its goods, chattels and lands, to satisfy this decree.

Enter,

CHARLES F. LYNCH,
D. J.

IT IS HEREBY STIPULATED that the agreed freight for the transportation of the 335 casks of citrate of lime from Messina, Italy, to New York City, 4239
by the cross-libellant herein on the *S. S. Willdomino,* amounted to $2,514.08.

Dated May 1, 1923.

BIGHAM, ENGLAR & JONES,
Proctors for Cross-Respondent.

HUNT, HILL & BETTS,
Proctors for Cross-Libellant.

Notice of Appeal of Charles Pfizer & Co., Inc., From the Final Decree in Favor of Cross-Libellant.

4240

UNITED STATES DISTRICT COURT,

DISTRICT OF NEW JERSEY.

CONVOY STEAMSHIP CO., LTD., Owner of the Steamship "WILLDOMINO,"
Cross-Libellant,

—against—

CHARLES PFIZER & CO., INC.,
Cross-Respondent.

4241

Sirs:

PLEASE TAKE NOTICE that the cross-respondent above named, Charles Pfizer & Co., Inc., hereby appeals to the United States Circuit Court of Appeals for the Third Circuit, from the final decree in favor of the cross-libellant, entered in the above entitled action on the 15th day of May, 1923, and from each and every part of said decree.

Dated, New York, May 21, 1923.

Yours, etc.,

4242

BIGHAM, ENGLAR & JONES,
Proctors for Cross-Respondent-Appellant,
64 Wall Street,
New York City.

To:

GEORGE T. CRAMMER, ESQ.,
Clerk of United States District
Court for the District of New Jersey.

MESSRS. HUNT, HILL & BETTS,
Proctors for Cross-Libellant-Appellee,
120 Broadway,
New York City.

Petition of Appeal.

4243

Served June 6th, 1923.

UNITED STATES CIRCUIT COURT
OF APPEALS

FOR THE THIRD CIRCUIT.

CONVOY STEAMSHIP CO., LTD., Owner of the Steamship "WILLDOMINO,"
Cross-Libellant-Appellee,

—against—

CHARLES PFIZER & COMPANY, INC.,
Cross-Respondent-Appellant. 4244

Charles Pfizer & Company, Inc., the cross-respondent-appellant herein, respectfully shows as follows:

1. On or about the 17th day of November, 1920, the cross-libellant herein filed a cross-libel in the District Court of the United States for the District of New Jersey, against the above named Charles Pfizer & Company, Inc., in a cause of contract, civil and maritime, to recover the sum of Two Thousand Five Hundred Fourteen and 80/100 ($2,514.80) Dollars, alleged to be due to the cross-libellant, arising out of a breach of a certain contract of affreightment by which the goods in question were to be transported by the said steamship *Willdomino* from the port of Messina, Italy, to the port of New York, as will appear more fully by reference to the said cross-libel. 4245

2. On or about the 31st day of January, 1923, the cross-respondent duly appeared and filed its

4246 answer to the said cross-libel, praying that the said cross-libel be dismissed with costs, as by reference to the said cross-answer will more fully appear.

3. That on February 26th, 1923, said cause came on for hearing before the Hon. Charles F. Lynch, Judge of the said District Court, and such proceedings were had; that on the 15th day of May, 1923, a final decree was made and entered in said cause, whereby it was adjudged that the cross-libel against the cross-respondent for the amount of damages prayed for in said
4247 cross-libel, be allowed with costs.

4. The above named cross-respondent and appellant is advised and insists that said decree is erroneous in that it does not decree that the cross-libel of the said cross-libellant should be dismissed with costs.

5. In that the said Court held, as a matter of law, that the claimant was entitled to a decree for freight in its cross-libel.

6. In that the Court did not find that cross-
4248 respondent was relieved from liability because of the deviation and breach of the original contract of affreightment.

7. In that said Court did not find that the cargo did not arrive in specie and, therefore, no freight was to be collected.

8. In that said Court did not find that due and proper delivery was not made or tendered, and no freight was due and owing.

9. In that said Court did not find that sums due and owing said cross-respondent from said cross-libellant were in excess of the amounts due from said cross-respondent to cross-libellant. 4249

10. In that said Court did not dismiss the cross-libel.

11. In that said Court did not enter a decree in favor of the cross-respondent herein, dismissing the cross-libel with costs.

For these and other reasons, the above named cross-respondent and appellant appeals from said final decree to the United States Circuit Court of Appeals for the Third Circuit, and on said appeal, intends to secure a new decision on the law and on the facts, upon the pleadings and proofs in said District Court, and prays that the record and proceedings aforesaid may be returned to the United States Circuit Court of Appeals for the Third Circuit, and the decree may be reversed, with cross-respondent's costs, in the District Court and in this Court. 4250

Dated, Jersey City, N. J., June 5th, 1923.

4251

McDERMOTT, ENRIGHT & CARPENTER,
BIGHAM, ENGLAR & JONES,
Proctors for Appellant.

Allowed.

CHARLES F. LYNCH,
Judge.

June 6, 1923.

Stipulation as to Exhibits.

4252 UNITED STATES
CIRCUIT COURT OF APPEALS,

FOR THE THIRD CIRCUIT.

No. 50—October Term, 1923.

CITRO CHEMICAL COMPANY OF AMERICA,
Appellant,

—against—

Steamship "WILLDOMINO", her engines, boilers, etc.,
Appellee.

4253 No. 51—October Term, 1923.

CHARLES PFIZER & COMPANY, INC.,
Appellant,

—against—

Steamship "WILLDOMINO", her engines, boilers, etc.,
Appellee.

No. 52—October Term, 1923.

4254 CHARLES PFIZER & COMPANY, INC.,
Appellant,

—against—

CONVOY STEAMSHIP COMPANY, LTD., owner of the Steamship "WILLDOMINO", her engines, boilers, etc.,
Appellee.

IT IS HEREBY STIPULATED AND AGREED by and between the proctors hereto that inasmuch as Claimant's Exhibit No. 1 is a physical exhibit, and

therefore could not be included in the printed record, it shall be produced upon the argument of the appeal and be submitted to this Court with the same force and effect as the other exhibits, which are printed or reproduced in this Transcript of Record. 4255

IT IS FURTHER STIPULATED AND AGREED by and between the proctors hereto that Libellant's Exhibit No. 17 (The Rand-McNally Map of Steamship Routes of The World) need not be reproduced as an exhibit in the Transcript of Record but individual copies of the same shall be available both for the Court and proctors upon the argument of the appeal and it (Libellant's Exhibit No. 17) shall be deemed to have the same force and effect as if it had been reproduced in the Transcript of Record. 4256

IT IS FURTHER STIPULATED AND AGREED by and between said proctors that if there is any error in this Transcript of Record, the same may be corrected and likewise, if there is any omission in this Transcript of Record, except as heretofore set forth, the same may be supplied.

4257

Dated, New York, October 10th, 1923.

BIGHAM, ENGLAR & JONES,
Proctors for Libellants-Appellants.

HUNT, HILL & BETTS,
Proctors for Respondents-Appllees.

Stipulation as to Record.

4258 UNITED STATES CIRCUIT COURT OF APPEALS,

FOR THE THIRD CIRCUIT.

No. 50—October Term, 1923.

CITRO CHEMICAL COMPANY OF AMERICA,
Appellant,

—against—

Steamship "WILLDOMINO," her engines, boilers, etc.,
Appellee.

4259

No. 51—October Term, 1923.

CHARLES PFIZER & COMPANY, INC.,
Appellant,

—against—

Steamship "WILLDOMINO," her engines, boilers, etc.,
Appellee.

No. 52—October Term, 1923.

4260

CHARLES PFIZER & COMPANY, INC.,
Appellant,

—against—

CONVOY STEAMSHIP COMPANY, LTD., owner of the Steamship "WILLDOMINO," her engines, boilers, etc.,
Appellee.

IT IS HEREBY STIPULATED AND AGREED by and between the proctors hereto that all the testimony and other proofs adduced in the cause of the Citro

Stipulation as to Record.

Chemical Company of America, libellant-appellant, against the Steamship *Willdomino*, her engines, boilers, etc., respondent-appellee, shall constitute the transcript of record on appeal for the other two cases hereinabove mentioned, to-wit: 4261

CHARLES PFIZER & COMPANY, INC.,
Libellant-Appellant,

—against—

Steamship "WILLDOMINO," her engines, boilers, etc.,
Respondent-Appellee. 4262

CONVOY STEAMSHIP COMPANY, LTD.,
Libellant-Appellant,

—against—

Steamship "WILLDOMINO," her engines, boilers, etc.,
Respondent-Appellee.

Dated, New York, October 10th, 1923. 4263

BIGHAM, ENGLAR & JONES,
Proctors for Libellants-Appellants.

HUNT, HILL & BETTS,
Proctors for Respondents-Appellees.

Clerk's Certificate.

4261

UNITED STATES DISTRICT COURT,

DISTRICT OF NEW JERSEY.

United States of America,
District of New Jersey—ss.:

I, GEORGE T. CRANMER, Clerk of the District Court of the United States of America for the District of New Jersey, do hereby certify that the foregoing is a transcript of the record of the said District Court in the above-entitled matter as
4265 agreed on by the parties.

IN TESTIMONY WHEREOF, I have caused the seal of the said Court to be hereunto affixed at the City of Trenton, in the District of New Jersey, this day of November, in the year of our Lord one thousand nine hundred and twenty-three and of the Independence of the said United States the one hundred and forty-eighth.

GEORGE T. CRANMER,
Clerk.

(Seal)

4266

UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT, OCTOBER TERM, 1923

No. 3036 (List No. 50)

CITRO CHEMICAL CO., Appellant,

vs.

S. S. WILLDOMINO," etc., Appellee

Appeal from the District Court of the United States for the District of New Jersey

And now, to wit: This 8th day of January, A. D. 1923, it is ordered that Hon. Hugh M. Morris, District Judge for the District of Delaware, be, and he is hereby assigned to sit in above case in order to make a full court.

Victor B. Woolley, Circuit Judge.

Endorsements: 3036. Order assigning Hon. Hugh M. Morris for argument. Received and filed Jan. 8, 1924. Saunders Lewis, Jr., Clerk.

UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT, OCTOBER TERM, 1923

No. 3037 (List No. 51)

CHAS. PFIZER & CO., Appellant,

vs.

STEAMSHIP "WILLDOMINO," Appellee

Appeal from the District Court of the United States for the District of New Jersey

And now, to wit: This 8th day of January, A. D. 1923, it is ordered that Hon. Hugh M. Morris, District Judge for the District of Delaware, be, and he is hereby assigned to sit in above case in order to make a full court.

Victor B. Woolley, Circuit Judge.

Endorsements: 3037. Order assigning Hon. Hugh M. Morris for argument. Received and filed Jan. 8, 1924. Saunders Lewis, Jr., Clerk.

UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT, OCTOBER TERM, 1923

No. 3038 (List No. 52)

CHAS. PFIZER & CO., Appellant,

vs.

CONVOY STEAMSHIP CO., Owner, etc., Appellee

Appeal from the District Court of the United States for the District of New Jersey

And now, to wit: This 8th day of January, A. D. 1923, it is ordered that Hon. Hugh M. Morris, District Judge for the District of Delaware, be, and he is hereby assigned to sit in above case in order to make a full court.

Victor B. Woolley, Circuit Judge.

Endorsements: 3038. Order assigning Hon. Hugh M. Morris for argument. Received & filed Jan. 8, 1924. Saunders Lewis, Jr., Clerk.

IN THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT

No. 3036, October Term, 1923

CITRO CHEMICAL CO

v.

S. S. "WILLDOMINO," etc.

No. 3037, October Term, 1923

CHAS. PFIZER & CO.

v.

S. S. "WILLDOMINO," etc.

No. 3038, October Term, 1923

CHAS. PFIZER & CO.

v.

CONVOY STEAMSHIP CO., LTD., etc.

And afterwards, to wit, on the eighth day of January, 1924 come the parties aforesaid by their counsel aforesaid, and this case being

called for argument sur pleadings and briefs, before the Honorable Victor B. Woolley and Honorable J. Warren Davis, Circuit Judges, and Honorable Hugh M. Morris, District Judges, and the Court not being fully advised in the premises, takes further time for the consideration thereof.

And afterwards, to wit, on the fourth day of June, 1924, come the parties aforesaid by their counsel aforesaid, and the Court, now being fully advised in the premises, renders the following decision:

IN THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT

No. 50, October Term, 1923

CITRO CHEMICAL COMPANY OF AMERICA, Appellant,

v.

Steamship "WILLDOMINO," HER ENGINES, BOILERS, &c., Appellee

No. 51, October Term, 1923

CHARLES PFIZER & COMPANY, INC., Appellant,

v.

Steamship "WILLDOMINO," HER ENGINES, BOILERS, &c., Appellee

No. 52, October Term, 1923

CHARLES PFIZER & COMPANY, INC., Appellant,

v.

CONVOY STEAMSHIP COMPANY, LTD., Owner of the Steamship "WILLDOMINO," Her Engines, Boilers, &c., Appellee

Appeals from the District Court of the United States for the District of New Jersey

Before Woolley and Davis, Circuit Judges, and Morris, District Judge

MORRIS, District Judge: In June 1920 the S. S. Willdomino, lying at Messina, Italy, took on board for transportation to New York 503 casks of citrate of lime in good order and condition of which Citro Chemical Company of America and Charles Pfizer & Company, Inc., were the owners and consignees of 168 and 335 casks respectively. When delivery was tendered at New York the merchandise was so damaged that the owners refused to receive it, abandoned it to the ship and filed separate libels against the ship to recover their loss. Convoy Steamship Company, Ltd., appeared as claimant,

filed stipulations for value and a cross libel against the Pfizer Company to recover for the 335 casks the freight money which, because of the damage, that company had refused to pay. The court below tried the cases together, dismissed the libels against the ship and on cross libel entered a decree against the Pfizer Company for the amount of its freight money. An appeal to this court has been taken from each of those decrees.

After leaving Messina and before arriving at New York the Willdomino put in at Gibraltar, Lisbon, Ponta Delgada in the Azores, North Sydney Nova Scotia, and at Halifax. While proceeding from North Sydney to Halifax on July 24th she struck a reef or submerged object and tore a large hole in her bow. Water entered and almost completely filled lower No. 1 hold in which the citrate of lime was stowed. With some assistance from a salvage tug the vessel arrived at Halifax. After certain examinations had been there made and sand ballast put on the stern to raise the bow somewhat she left Halifax in convoy of a tug and arrived in New York on August 7th. The cargo other than the citrate of lime was discharged. She then proceeded, August 25th, to dry dock for repairs. While repairs were under way the steamer was shifted from dry dock to wet dock and back again several times. With each shift the water ran out of or into the hold in which libellants' goods were stowed. Repairs were completed on October 2d. Thereupon the citrate of lime was tendered to the consignees. It was then almost a total loss.

The decisive issues are those raised by the separate and distinct defenses set up in the answers of the claimant. The first of those defenses is that the damage, if any, to the merchandise of the libellants was due to one or more of the causes from the consequences of which the ship and carrier were made exempt by the bill of lading which provides in part:

"It is mutually agreed as follows: First: The Ship and Carrier shall not be liable for loss or damage occasioned by

"the perils of the seas or other waters, * * *

"unseasworthiness of the ship even existing at time of shipment or sailing on the voyage, provided the owners, have exercised due diligence to make the vessel seaworthy * * *

"collision, stranding, or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners, or other servants of the shipowner, * * *

"nor for any loss or damage occasioned by causes beyond his control. * * *."

The claimant asserts that those provisions are valid—some at common law and the remainder by virtue of Sec. 2 of the Harter Act.

The second affirmative defense is that the damage to the merchandise of the libellants was due to the stranding of the vessel;

that the libellants have failed to establish that the stranding was due to negligent navigation but that if they have so shown the claimant has proved that it, the claimant, exercised "due diligence to make the said vessel in all respects seaworthy and properly manned, equipped and supplied" and that consequently the ship and the claimant are exempt from liability to the libellants by reason of the third section of the Harter Act.

A third distinct defense is the stipulation of the bill of lading limiting liability to $100 per package which reads thus:

"Third. The value of package receipted for as above does not exceed the sum of $100, unless otherwise stated herein, on which basis the rate of freight is adjusted."

The libellants contend that the stranding of the Willdomino was due to negligence in navigation and that the stipulations in the bill of lading against liability for negligence were void and of no effect; that the owner of the vessel did not "exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped and supplied" in that, by direction of the owner, as libellants contend, she sailed from Gibraltar, from Lisbon, and from Ponta Delgada without sufficient fuel and that, consequently, the third section of the Harter Act is without application. The libellants likewise contend that the ship in going to Lisbon, to Ponta Delgada and to North Sydney deviated from the voyage specified in the bills of lading and that thereby the bill of lading clause limiting liability to $100 per cask and also all exemptions from liability created by law or contained in the bills of lading were nullified and the vessel made absolutely liable as at common law for the safe transportation and proper delivery of its cargo. The libellants further contend that even if damage to the goods was brought about by a cause from the effect of which the carrier was validly exempted it was nevertheless the duty of the carrier to exercise reasonable care and diligence to protect the goods from further or additional damage and this, it asserts, the carrier failed to do.

In the matter of the cross libel against it for freight the Pfizer Company asserts that at the time delivery of its consignment was tendered its goods had been so far damaged that they were no longer in specie and that consequently it is without liability for freight.

The Willdominio was a general ship engaged in the common carriage of merchandise for hire. A carrier of goods by water, like a carrier by land, is an insurer and, although no actual blame is imputable to it, is absolutely liable, in the absence of a special contract or statute limiting its liability, for all damage sustained by the goods entrusted to its care unless the damage is occasioned by the act of God, the public enemy, the public authority, the fault of the shipper or the inherent nature of the thing shipped. Clark v. Barnwell, 12 How. 272, 279; 24 R. C. L. 1312. The law, however, recognized the right of the carrier to limit in many particulars its common law liability by special agreement or stipulations in the bill of lading. But in America it was established that a common carrier

by sea could not so exempt itself from liability to the owner of cargo for damage arising from the negligence of the master or crew of the vessel. The Jason, 225 U. S. 32, 49. To meet the ever increasing attempts further to limit the liability of the vessel and her owners by inserting in bills of lading stipulations against losses arising from unseaworthiness, bad stowage, negligence and other causes of liability by which the common law responsibility of carriers by sea was being frittered away the Harter Act* (27 Stat. 445; Comp. Stat. [1916] Secs. 8029-8031) was passed. It was designed to fix the relations between the cargo and the vessel and to prohibit contracts restricting the liability of the vessel in certain particulars. The Delaware, 161 U. S. 459. By the first section of that act contractual clauses whereby the carrier "shall be relieved from liability for loss or damage arising from negligence, fault or failure in proper loading, stowage, custody, care or delivery" of any of the cargo are made null and void while the last clause of the second section makes unlawful any agreement "whereby the obligations of the master, officers, agents or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in any wise be lessened, weakened or avoided." These two sections, in their general purport, so far as respects the care and delivery of the cargo, are not essen-

*An act relating to navigation of vessels, bills of lading, and to certain obligations, duties, and rights in connection with the carriage of property.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall not be lawful for the manager, agent, master, or owner of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to insert in any bill of lading or shipping document any clause, covenant, or agreement whereby it, he, or they shall be relieved from liability for loss or damage arising from negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge. Any and all words or clauses of such import inserted in bills of lading or shipping receipts shall be null and void and of no effect.

Sec. 2. That it shall not be lawful for any vessel transporting merchandise or property from or between ports of the United States of America and foreign ports, her owner, master, agent, or manager, to insert in any bill of lading or shipping document any covenant or agreement whereby the obligations of the owner or owners of said vessel to exercise due diligence, properly equip, man, provision, and outfit said vessel, and to make said vessel seaworthy and capable of performing her intended voyage, or whereby the obligations of the master, officers, agents, or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in any wise be lessened, weakened, or avoided.

Sec. 3. That if the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped, and supplied, neither the vessel, her owner or owners, agent, or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel nor shall the vessel, her owner or owners, charterers, agent, or master be held liable for losses arising from dangers of the sea or other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

tially different. Calderon v. Atlas Steamship Company, 170 U. S. 272, 277. The first remaining part of the second section of the act enables a vessel and its owner to obtain, by contract, relief from absolute liability for lack of seaworthiness, but not from the obligation "to exercise due diligence, properly equip, man, provision and outfit said vessel, and to make said vessel seaworthy and capable of performing her intended voyage." By virtue of this section liability for losses to cargo caused by unseaworthiness may be contracted away provided the owner uses due diligence to make the vessel seaworthy but liability for loss to cargo caused by unseaworthiness arising from lack of diligence on the part of the owner cannot be contracted away. The Southwark, 191 U. S. 1; The Carib Prince, 170 U. S. 655.

By the third section of the Harter Act Congress provided that if the owner of a vessel shall exercise due diligence in making his ship "in all respects seaworthy and properly manned, equipped and supplied" neither the owner nor the ship shall be liable to the shipper for damage to cargo resulting from the navigation or management of the vessel, however faulty. The Irrawaddy, 171 U. S. 187. This section, unlike section 2, is self-executing. United States v. Hamburg-Amerikan, etc. Gesellschaft, 212 Fed. 40, 44. Again section 2 deals with liability for damage caused by lack of seaworthiness, while section 3 deals with liability for damage caused by "faults or errors in navigation or in the management of said vessel." The burden is on the ship owner setting up exemption from liability under the third section of the act to prove that he exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied. The Wilderoft, 201 U. S. 378; The Southwark, 191 U. S. 1. In Int. Nav. Co. v. Farr & Bailey Mfg. Co., 181 U. S. 218, 226, the Supreme Court said:

"* * * even if the loss occur through fault or error in management, the exemption cannot be availed of unless the vessel was seaworthy when she sailed, or due diligence to make her so had been exercised, and it is for the owner to establish the existence of one or the other of these conditions."

It follows, we think, that if the carrier fails to meet that burden he is liable for damage to the cargo resulting from negligence of the master and crew in the navigation or management of the vessel and the carrier is so liable wholly without regard to whether or not there was any causal connection between the lack of due diligence to make the ship seaworthy in all respects and the loss caused by the negligence in navigation or in the management of the vessel.

How stand the cases at bar when measured by the foregoing principles of law? The first affirmative defense is exemption from liability by reason of the stipulations in the bills of lading. Of these stipulations the most pertinent, in our view, are (1) that pertaining to the unseaworthiness of the ship; and (2) that pertaining to negligence in the navigation or management of the vessel. We think the former was authorized by section 2 of the Harter Act and was, con-

sequently, valid. A careful examination of the evidence, however, has convinced us that the proximate cause of the stranding of the Willdomino, from which libellants' original loss resulted, was not unseaworthiness of the ship but that if the stranding of the vessel resulted from fault such fault lay in negligent navigation or management as to which the claimant can here derive no relief from the further stipulation in the bill of lading in that in so far as that stipulation may be in conflict with the third section of the Harter Act it is obviously null and void and in so far as it is co-extensive with or narrower than the Harter Act it is useless, as the third section of the Harter Act is self-executing. Hence, claimant's exemption from liability for loss occasioned by negligent navigation or management of the vessel will be considered in connection with claimant's second affirmative defense in which the third section of the Harter Act is relied upon.

The underlying principles of law applicable to the second affirmative defense have already been considered. The issues of fact arising with respect to that defense are (a) was the Willdomino in all respects seaworthy and properly manned, equipped and supplied; if not (b) had the claimant exercised due diligence to make her so; if the answer to (b) is nay, then (c) did the original damage to libellants' merchandise result from faults or errors in navigation or in the management of the vessel.

The only respect in which the libellants contend that the claimant has failed to establish that the Willdomino was in all respects seaworthy and properly manned, equipped and supplied is in the matter of sufficiency of fuel. The time at which the ship must have been seaworthy and properly equipped and supplied or due diligence have been exercised to make her so was at the beginning of her voyage. The Wilderoft, 201 U. S. 378, 386; Int. Nav. Co. v. Farr & Bailey Mfg. Co., 181 U. S. 218, 226. The voyage from Messina to New York was either an unbroken voyage or it was a voyage divided into stages. If the former assumption is the correct one due diligence must have been exercised to have had on board the vessel at the beginning of the voyage a supply of fuel adequate and proper to complete the whole voyage. If, however, the second assumption is the correct one like diligence must have been exercised to have had on board at the beginning of each stage of the voyage a supply of fuel adequate and proper to complete the stage of the voyage entered upon. Thin v. Richards & Co., (1892) 2 Q. B. 141, 144; The Vortigern (1899) Prob. 140. The failure to exercise the proper diligence in this respect at the beginning of any stage, whether the damage or loss to cargo resulting from faults or errors in navigation or management of the vessel occurred during that stage or not, (see The Ethel, Fed. Cas. No. 4540) would deprive the owner of the exemption conditionally provided by Sec. 3 of the Harter Act for that section is not satisfied by anything less than due diligence to make the vessel seaworthy and properly supplied and equipped for the whole and so for each and every stage of the voyage contemplated by the parties and specified in the bill of lading.

Did the claimant meet these requirements or either of them?

The Willdomino left Messina with only 569 tons of coal. That was not sufficient under any circumstances to carry her from Messina to New York. At Gibraltar, a customary coaling port for vessels bound from Mediterranean ports to New York and for which port the vessel sailed from Messina, 400 tons were taken on board. She left Gibraltar for Lisbon with 756 tons in her bunkers. That amount was unquestionably adequate for that stage of the voyage. From Lisbon she cleared direct for New York with but 651 tons. We think this was inadequate. Lisbon is 2,905 miles distant from New York. On the previous eastward voyage from Norfolk to Marseilles, heavily laden, but sailing with the Gulf Stream, and in better than average weather, the daily consumption of coal exceeded, slightly, 42 tons while the average speed was $7\frac{3}{4}$ miles per hour. The Gulf Stream added about one-half knot per hour on the east bound voyage and would lessen to an equal extent the speed on the west bound voyage. This would make the estimated average speed on the voyage from Lisbon to New York $6\frac{3}{4}$ miles per hour, but the ship was not so heavily laden. The claimant, however, produced some oral evidence that the average speed for the last three preceding voyages had been $9\frac{1}{2}$ to $9\frac{3}{4}$ knots per hour with a daily coal consumption of 42 to 43 tons This was shown to be based on an average speed of 9.1 knots for the preceding voyage from Norfolk to Marseilles while the log books for that voyage, which were in evidence, showed that the average speed was only $7\frac{3}{4}$ miles. The claimant refused to produce the log books for the two preceding voyages. These circumstances left the oral testimony wholly unable to withstand either the inference expressed by the maxim falsus in uno falsus in omnibus or the presumption that the suppressed log books, if produced, would have been unfavorable to claimant's case. Kirby v. Tallmadge, 160 U. S. 379. The Bolton Castle, 250 Fed. 463. Consequently the testimony fixing an average for the three preceding voyages must be ignored. But at Lisbon the vessel had data other than the average speed of the preceding voyage, less the Gulf Stream differential, upon which to estimate the average speed to New York. She had come from Messina to Gibraltar at an average speed of 8.865 miles per hour and from Gibraltar to Lisbon at 7.35 miles thus making the average speed from Messina to Lisbon 8.49 miles. But before the last figure could be used as a basis for estimating the amount of coal necessary to make the ship seaworthy upon leaving Lisbon on a voyage to New York one half mile would have to be deducted on account of the Gulf Stream. Confronted with the average of $7\frac{3}{4}$ miles for the preceding voyage which, owing to the Gulf Stream differential, he could not reasonably hope to exceed even with a more lightly laden vessel and confronted with the fact that an average of but 7.35 miles had been made from Gibraltar to Lisbon an estimate for fuel based upon an expected speed exceeding $7\frac{3}{4}$ miles per hour would not have been justified. That the average speed actually made during the five days intervening between the departure of the vessel from Lisbon and the accident to her machinery was only 7.39 miles is an interesting fact but it was neither available to the vessel at Lisbon nor needed to indicate the probable average speed

on the voyage to New York. At a speed of 7¾ miles it it would take 15,618 days for the voyage with a daily coal consumption of at least 42 tons or an aggregate of 656 tons. Yet she had not that amount in her bunkers when she left Lisbon. Had a speed of 8 miles per hour been used as a basis for the calculations 635 tons would have been required. The margin of safety between that and the 651 tons with which she left Lisbon was negligible. To be reasonably fit to make a voyage a ship must have a reasonable margin of safety in her supply of fuel. Experience, as disclosed by the testimony, has shown that for vessels crossing the North Atlantic the proper margin of safety is 20% to 25% more than that reasonably expected to be used under normal conditions. It is customary for ships beginning such voyage to carry a fuel supply which provides that margin of safety. Hence, a ship setting out upon such voyage with substantially less than that amount of fuel is, at least in so far as the third section of the Harter Act is concerned, neither seaworthy nor properly equipped and supplied. Upon breaking ground at Lisbon the Willdomino neither had nor approached in its fuel supply the usual and customary margin of safety. Consequently, she was not reasonably fit to carry her cargo throughout the stage of the voyage she then entered upon and was not seaworthy. Int. Nav. Co. v. Farr & Bailey Mfg. Co., 181 U. S. 218. It is true that a printed provision of the bill of lading gave to the vessel the liberty "to call at intermediate ports or any port or ports in or out of the customary route in any order to receive and discharge coal" and that another reads thus:

"Eighth. The ship has liberty of filling up and/or bunkering at any port or ports in or out of the way."

These provisions were modified by the following written amendment:

"Filling up only in ports on the way westwards of [to] New York."

The ship's original liberty of calling at "any port or ports in or out of the customary route" to receive coal or of "bunkering at any port or ports in or out of the way" was not affected by the amendment. But we think that neither the bunkering clause nor the fact that there were ports at which she might have called to obtain fuel affects the question of her seaworthiness for the voyage she entered upon on leaving Lisbon. The test of seaworthiness is made with respect to the voyage on which a vessel sets out, 24 R. C. L. 1328, and, as we have seen, in contemplation of the whole of that voyage. Every voyage must have a termius, a quo and a termius ad quem. Marsh Ins. b. 1, c. 7, s. 1-5. This principle is equally true whether it be considered with respect to insurance or to undertakings between ship owner and shipper. See The Calendonia, 157 U. S. 124, 131. That the terminus a quo of the voyage in question was Lisbon is obvious. That the termius ad quem was New York cannot be made clearer than by quoting from claimant's brief, p. 44, where it is said: "She cleared for New York and both logs indicate that the

voyage was from Lisbon to New York." There is no evidence that there is a port at which it is customary and usual for vessels on a voyage from Lisbon to New York to call for coal. The provisions in the bill of lading authorizing the vessel "to call at intermediate ports or any port or ports in or out of the customary route in any order to receive and discharge coal" and to bunker "at any port or ports in or out of the way" did not release the claimant from its duty to exercise due diligence in making the ship seaworthy in all respects for the definite voyage upon which she sailed. Hurlburt v. Tenure, 76 Fed. 587, 590-591, and as affirmed (C. C. A. 2) 81 Fed 208. We think that notwithstanding the provisions in the bill of lading the Willdomino was unseaworthy upon leaving Lisbon.

When five days out from Lisbon an accident to the machinery, not attributable as we see it to any lack of care or diligence, made it necessary to blank off the high pressure turbine and, propelled by the low pressure turbine, to put into Ponta Delgada in the Azores for repairs. That port was not equipped to make the needed repairs and it was decided to complete the voyage on the low pressure turbine alone. Two hundred and fifty tons of coal were taken aboard and the vessel set out with an aggregate of 629 tons. It was anticipated by the master and chief engineer that she would make 6½ knots per hour and consume 50 tons of fuel per day. The distance from Ponta Delgada to New York is 2,290 miles. At the estimated speed it would take 14 2/3 days to complete the voyage and without any allowance for a margin of safety 733 tons of fuel. Five or six days out of Ponta Delgada, it being then manifest that the ship did not have enough coal to take her into New York, her course was changed towards North Sydney where she arrived with 62 tons of coal on board. Her average speed had been 6¼ miles per hour and her daily coal consumption upwards of 49 tons. The claimant asserts that the insufficiency of the fuel to reach New York was due to unanticipated retarded speed brought about by head winds, currents and the slip of the propeller. We think the log books do not support these contentions. No unusual weather or current conditions are noted. The slip of the propeller had been as great at times before the arrival at Ponta Delgada as it was at times after the departure. Even more enlightening and convincing, however, is the fact that had the speed been that which the vessel made after leaving Lisbon and before the high pressure turbine was blanked off, 7.39 miles per hour, for which there could have been no justifiable expectation, the voyage from Ponta Delgada to New York would have required 12.91 days and, so, more than the amount of coal with which the Willdomino left Ponta Delgada. We think that upon leaving that port the vessel was not seaworthy for the voyage to New York.

The acts of the vessel in leaving Gibraltar, Lisbon and Ponta Delgada with an inadequate supply of fuel is attributable as a matter of law to the owners of the vessel. Int. Nav. Co. v. Farr & Bailey Mfg. Co., 181 U. S. 218; British & Marine Ins. Co. v. Kilgour S. S. Co., 184 Fed. 174, 177. It is likewise so attributable in fact. While

the Willdomino lay at Gibraltar the master received from the claimant the following cablegram:

"Your coal requirements excessive cost of bunkers Gibraltar very high make accurate measurement remaining bunkers if not enough to make North Sydney take only enough to reach there cut down consumption in every way if fuel runs short reaching coast cut out one boiler."

As the vessel was not seaworthy when she sailed from Lisbon or from Ponta Delgada and as the claimant did not exercise due diligence to make her seaworthy before leaving those ports the conditional exemption provided by section 3 of the Harter Act cannot be availed of if the damage to the cargo occurred through the fault or error in navigation.

The burden of proving that the stranding was due to negligence is upon the shipper. Clark et al. v. Barnwell, 12 How. 279. Though the master was an experienced navigator who had had a sea experience of twenty-three years, who had held a master's certificate for twelve years and who was doing at the time of the stranding everything that he thought necessary yet in view of the evidence we are constrained to conclude that the stranding was due to negligent navigation. The Willdomino left Sydney for Halifax at about one o'clock on July 23d. The master had never been over the course from Sydney to Halifax though he had been from Lewisburg to Halifax and from St. Johns to Halifax. The currents along the coast off which his course lay are treacherous. The coast is very tortuous and rugged and is recognized as a dangerous one. The only bearing obtained after leaving Sydney until the vessel stranded was from Scatari Lighthouse at 5.45 P. M. At 8 P. M. she ran into a thick fog which continued throughout the night and until after the stranding. After entering the fog speed was reduced and the whistle blown. The master who was proceeding by dead reckoning and who believed that the vessel was on her course 20 miles off shore took no sounding until 4.30 A. M. As that sounding showed 91 fathoms it confirmed, as the master thought, his judgment as to the position of the vessel and no more soundings were made. Two hours later the vessel stranded about seven miles off shore. While there was some suggestion in the evidence that the object struck was a wreck or other uncharted submerged object a careful examination of the evidence convinces us that there is no room seriously to doubt that the stranding occurred on a charted reef. We think peculiarly applicable to these circumstances the words of Judge Benedict in The Alpin, 23 Fed. 815, 818:

"* * * He [the master] * * * knew or ought to have known, that he might be under the influence of a current running towards the land. Moreover the weather was thick, and he knew that he did not know his position, and that an approach to the land would be indicated by the soundings. Under such circumstances common prudence required him to sound. Had he observed this common and, under the circumstances, necessary precaution, the

lead would have informed him that he had been mistaken as to his position, and was sailing close to the lee shore; and with this knowledge he could have prevented the accident that shortly occurred."

Other cases to the like effect are The Montana, 17 Fed. 377; The City of Para, 44 Fed. 689; Union Ins. Co. v. Dexter, 52 Fed. 152. The Express, 48 Fed. 323. The claimant contends, however, that the master had no reason to doubt that he was on his course particularly after taking a sounding at 4.30 A. M. and finding 91 fathoms and that consequently he was not negligent in failing to take other prior or subsequent soundings. But one sounding affords little information and, standing alone, may be deceptive. It is only by comparison of successive soundings that the position of the vessel can be ascertained with reasonable certainty. Again while it is quite true that negligence must be determined upon the facts as they appeared at the time and not by a judgment from actual consequences which were then not to be apprehended by a prudent and competent man, yet as was said by the Supreme Court in The Germanic, 196 U. S. 589, 596, " * * * it is a mistake to say, as the petitioner does, that if the man on the spot, even an expert, does what his judgment approves, he cannot be found negligent. The standard of conduct, whether left to the jury or laid down by the court, is an external standard, and takes no account of the personal equation of the man concerned. The notion that it 'should be coextensive with the judgment of each individual,' was exploded, if it needed exploding, by Chief Justice Tindal, in Vaughan v. Menlove, 3 Bing. N. C. 468, 475. And since then, at least, there should have been no doubt about the law. Commonwealth v. Pierce, 138 Massachusetts, 165, 176. Pollock, Torts, 7th ed., 432."

We think that the stranding resulted from the failure to take soundings; that such failure was a fault or error in navigation or in the management of the vessel and that Sec. 3 of the Harter Act cannot be availed of to exempt the claimant from liability for the damage to libellants' goods occasioned by the stranding.

It was the duty of the carrier to exercise reasonable care, diligence and activity in preserving from further damage any portion of the cargo that had been damaged by the stranding so far as it could be done consistently with the carrier's duty to the owners of other portions of the cargo, 24 R. C. L. 1306, Harter Act, Sec. 1. Propeller Niagara v. Cordes et al., 21 How. 7, 26. The entire damage to the lime was brought about either by the stranding alone or by the stranding and by subsequent fault or failure properly to care for it. If it was impractical, reasonably, to do anything to protect the lime between July 24th, when the hold in which it was stowed was flooded as a result of the stranding, and October 2d, the date upon which the repairs to the vessel were completed and delivery of the lime tendered, that is, if there was no negligence, fault or failure in the proper care or delivery of the lime during that period, the proximate cause of all the damage sustained by it was the negligent navigation of the vessel. If, however, during that period there was a lack of proper care to protect it

from continuing and additional damage such lack of care was the proximate cause of such additional damage. We think there was such lack of care. It is probably true that while the water remained in the hold it was not practical and that the claimant was not required to employ divers to remove the casks which had a weight of 1,500 to 1,700 pounds each. It is probably true that the hole torn in the bow of the vessel was of such size and shape that it was not practical, while the vessel remained in the water, to plug, cover or patch the hole in a way usual with smaller holes. It probably was not practical to exclude the water from the hold by compressed air. But there was another method both practical and reasonable, so far as we can see, by which the lime could have been protected from ever increasing damage. On August 25th the vessel went into dry dock for an examination for repairs. As the remainder of the vessel's cargo had then been discharged and as the ship's power and equipment with which the lime had been loaded and stowed at Messina was available for its removal from the hold while the vessel was in the dray dock it could have been and, as we see it, should then have been removed from the hold that was open to the sea and placed on deck or in an undamaged hold. It could then have been delivered as soon as the vessel came from the dry dock the first time. Instead it was permitted to remain, wholly unprotected, in the damaged hold until the repairs to the vessel were completed on October 2d and to be reimmersed in the interim during the periods the vessel was not in the dry dock. In this we think there was lack of proper care. But as the claimant is liable for the entire damage to the goods, whether caused by the negligent navigation or by the subsequent lack of care or by both it is unnecessary to ascertain the portion thereof attributable to each cause.

The liability of the claimant is limited to the value of the goods fixed in the bill of lading, $100 per cask, unless that limitation was nullified by an unauthorized deviation of the vessel from her legitimate and contemplated course. Was there deviation? The libellants contend that there was, both in going to Lisbon for cargo and in turning off the course from Ponta Delgada to New York and going to North Sydney for coal. It has been long settled that in every contract of affreightment the carrier by water impliedly undertakes to proceed, without unnecessary deviation, by the direct and usual route to the port of delivery unless authorized by the contract to do otherwise. 24 R. C. L. 1336, Constable v. National Steamboat Co., 154 U. S. 51, 66, and that any unauthorized deviation of the vessel from her legitimate and contemplated course nullifies exemptions from liability contained in the bill of lading under which the cargo was shipped. The Sarnia, 278 Fed. 459, 463; The Citta di Messina, 169 Fed. 472, 474-475. The parts of the bills of lading pertinent to the question of deviation are the printed clauses:

"Shipped by, or received for shipment, in apparent good order and condition from Ferd Baller & Co. to be transported by the good Steamship Willdomino Captain * * * to New York with liberty to call at Intermediate Ports or any port or ports in or out

of the customary route in any order to receive and discharge coal, cargo, passengers, and for any other purposes, * * *.

"Eighth. The ship has liberty of filling up and or bunkering at any port or ports in or out of the way."

and the written interpolation

"Filling up only in ports on the way westwards of [*to*] New York."

In so far as they are in conflict the printed provisions must give way to the written. The first question thereby presented is whether Lisbon, where the ship went for cargo only, is a port on the way westward from Messina to New York within the meaning of the written interpolation. But this question was not presented to the trial court and, consequently, will not be considered here. Badger v. Ranlett, 106 U. S. 255, 259. H. W. Paine & Co. v. Manistee Tanning Co., 279 Fed. 340, 2 R. C. L. 69.

The next question is whether the vessel's putting in at Sydney wa sauthorized by the provisions of the bill of lading or was an unauthorized deviation of the vessel from her legitimate and contemplated course. Though the liberty granted or reserved to the carrier in the matter of bunkering by the bills of lading is broad it is not unlimited. In Swift & Co. v. Furness, Withy & Co., 87 Fed. 345, the bill of lading recited that "the vessel 'is lying at the port of Boston, and bound for London,' * * *. With liberty to sail with or without pilots, to make deviation, and to call at any intermediate port or ports for any purpose, * * *." In considering the word "deviation" so used the court said it "must be held to give to the owner only a limited right of departure from the voyage; and the limits must be those of necessity, and reasonable regard for the rights of both the shipper and carrier, growing out of the nature of the principal contract * * *. This clause refers to the voyage contemplated by the parties, and to deviations reasonably incident thereto, not to an additional voyage arbitrarily made by the order of the owner." In The Blandon, 287 Fed. 722, the voyage was from New York to Valencia "with liberty to call at any port or ports in or out of the customary route in any order." The court, in determining whether that clause justified the ship's calling at Philadelphia to take on cargo, said:

"It is said that the clause will allow only reasonable deviations, and this is indeed true, since such a clause is to be construed in its context."

It was there held that though the clause "might not allow a side voyage to Tampico or Galveston" and "would not permit a call at Rio or Montevideo" yet it did justify the ship's putting in at Philadelphia which was "out of the customary route." In the case of The Emelia S. de Perez, 287 Fed. 361, affirmed 288 Fed. 1019, it was said that "the question is one of degree and reasonable conduct." But the provisions in a bill of lading, at least unless they expressly

or by unavoidable implication provide otherwise, obviously relate to and consequently must be construed with reference to the voyage in contemplation of the ship owner and shipper and must, therefore, be restricted to the business and necessities of the ship pertaining to that voyage. Consequently it has been held that though under the bill of lading the vessel is given liberty "to proceed to and stay at, any ports or places whatsoever (although in a direction contrary to, or out of, or beyond, the route to said port of discharge), once or oftener, in any order, backwards or forwards, for the purpose of receiving and delivering coals, cargo or passengers, or for any other purpose and all such ports, places and sailings shall be deemed within the intended voyage," yet that a stop made at a port near to the route and to be passed in the voyage contemplated but for the purpose of another voyage is not justified by the bill of lading. Austrian Union S. C. Co. v. Calafiore, 194 Fed. 377 (C. C. A. 5); South Atl. S. S. Line v. London-Savannah Naval S. Co., 255 Fed. 306.

In the light of the principles established by the preceding cases the question of whether or not, under the terms of a bill of lading, a departure from the usual course of the voyage is or is not an authorized and justified deviation is a question of fact in each case. Pertinent to such question are the customary course between the port of loading and the port of discharge, the usual ports of call, the location of the port in question, the purpose for which the vessel entered that port and the circumstances under which she entered. Sydney is several hundred miles nearer the Mediterranean ports than is New York. It is not on the usual and customary course. The distance from the Mediterranean ports to New York by way of Sydney is upwards of 300 miles greater than the usual and customary course. Though it is not disputed that the purpose for which the Willdomino went into Sydney was to obtain fuel, yet it is asserted by the libellants that the record discloses that the real purpose was to obtain fuel not solely to complete the voyage to New York but for the succeeding voyage out of New York as well and that the master, realizing that the open consummation of such a purpose would be a deviation, so contrived as to give the call at Sydney the appearance of a call at a port of refuge. If this contention of the libellants is sound the putting in to the port of Sydney was an unwarranted and unjustified deviation, Austrian Union S. C. Co. v. Calafiore, supra, without regard to whether or not the vessel was able to consummate its purpose for it is the purpose of the deviation and not the consummation of that purpose that is the test in the matter of deviation. What the real purpose in going to Sydney was cannot be determined by the amount of coal which was there taken on board for the reason that a strike at that port made it impossible to obtain more than 62 tons, which, with that then remaining on board, 62 tons, was sufficient to take the vessel only to Halifax. Hence, the vessel's purpose in going into Sydney is not capable of direct and demonstrative proof, but must be determined upon circumstantial evidence.

That it was the deliberate and continuing purpose not to take on board enough coal to carry the vessel to New York but only barely

enough to carry her to North Sydney is made certain almost to the point of demonstration by the contents of the cablegram sent by the owner to the master at Gibraltar and the three consecutive failures at Gibraltar, at Lisbon and at Ponta Delgada to take on board an adequate and proper amount of fuel for a voyage to New York. Those facts permit no inference other than that it was the intention of the claimant and of the master to have the vessel put in at Sydney. That it was their purpose to conceal this intent and to put in to Sydney as a port of refuge (though under a necessity created by themselves) is shown by the vessel's clearing at Lisbon for New York, the statements of the log books that she was proceeding on a voyage to New York, by the subsequent clearance of the vessel at Ponta Delgada for New York and the entries in the engineer's log book that she was proceeding towards New York, notwithstanding the fact that the vessel did not take on board at Ponta Delgada enough coal to reach New York even had the vessel made, under propulsion by the low pressure turbine alone, the average rate of speed which she had made during the five days out from Lisbon before the high pressure turbine was blanked off. That it is unreasonable to ask one to believe that the purpose of this plan and of the stop at Sydney was merely to obtain a proper amount of coal to complete the voyage to New York is shown not only by the preceding facts but also by the facts that if there had been acquired at Sydney an amount of coal proper to carry the vessel only to New York the added cost of the voyage by way of Sydney, notwithstanding the price of coal at that port was much less than at Gibraltar or Ponta Delgada, would have exceeded the cost of the usual voyage on the higher priced coal to have been had at Gibraltar or Ponta Delgada by upwards of $3,600; that if, on the other hand, had the vessel's bunkers been filled at Sydney the net saving on a voyage by way of Sydney over a voyage by the usual route would have been upwards of $8,200; that it was then difficult for foreign vessels to obtain coal at the port of New York and that the claimant had been obtaining its bunkers at Sydney and Halifax. The claimant has met this array of convincing circumstantial facts only with the contention that the estimates of coal made at the several ports were made in good faith to carry the vessel to the port of New York, that the master in taking coal aboard was not at all governed by the directions of the owner embodied in the cablegram, that the vessel changed her course towards Sydney only because it had then become demonstrated that the coal then in her bunkers was insufficient to take her into New York, that she put into Sydney merely to obtain the necessary supply for that purpose and that there is no evidence that it was her purpose there to obtain coal for a subsequent voyage. It is true that there is no direct evidence that it was the purpose to obtain at Sydney coal for a subsequent voyage but such fact may be established by circumstantial evidence as well as by direct evidence. In fact, motive, intent and purpose are rarely proved otherwise than by circumstantial evidence. The force of such evidence depends upon the number, tendency, agreement and conclusive nature of the circum-

stances adduced to establish a conclusion and upon whether or not there are inconsistent or opposing circumstances or whether all the circumstances unite in pointing to but one conclusion. In the present cases the circumstances established are, in our opinion, susceptible of explanation upon no reasonable hypothesis other than that the existence of the condition which made the stop at Sydney for coal a necessity was deliberately brought about to conceal the true purpose of entering that port, namely to obtain coal for the succeeding voyage. The departure from the course for such a purpose was an unauthorized and unjustifiable deviation. Moreover, a deviation of a vessel from her legitimate course is not justifiable when induced by the fault of the vessel. 24 R. C. L. 1336. The deviation to Sydney nullified the carrier's limitations of liability embodied in the bills of lading.

We think the claimant is not entitled to recover from Pfizer & Company the amount of its freight money on the 335 casks. The citrate of lime belonging to that company had an original value of about $179,000. It was so badly damaged that after being unloaded and abandoned to the ship by the consignee it was sold to the highest bidder for only $3,000. We think the record establishes conclusively that it was no longer in specie. That freight money is not recoverable under such circumstances is well established. Asfar & Co. v. Blundell (1896) 1 Q. B. Div. 123; Duthie v. Hilton, L. R. 4 C. P. 138. Scrutton on Charter Parties and Bills of Lading (11th Ed.) pp. 365, 379. The clause in the bill of lading "Freight on the goods and charges as per margin New York ship lost or not lost" does not, in our view, require the payment of freight for goods so damaged by the carrier's negligence that they cannot be delivered in specie.

The decrees of the court below must be reversed and the causes remanded with directions to assess the libellants' damages in the causes instituted against the ship according to the course and practice of courts of admiralty and to dismiss the cross libel, the libellants to recover costs in this court and in the court below.

Endorsements: 3036. Opinion of the Court by Morris, D. J. Received and filed Jun. 4, 1924. Saunders Lewis, Jr., Clerk.

IN THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT, OCTOBER TERM, 1923

No. 3036 (List No. 50)

CITRO CHEMICAL CO., Appellant,

vs.

SS. "WILLDOMINO," etc., Appellee

Appeal from the District Court of the United States for the District of New Jersey

This cause came on to be heard on the transcript of record from the District Court of the United States for the District of New Jersey and was argued by counsel.

On consideration whereof, it is now here ordered, adjudged, and decreed by this Court that the decree of the said District Court in this cause be, and the same is hereby reversed, with costs, and the cause remanded to the said District Court with directions to assess the libellant's damages against the ship according to the prevailing practice in Courts of Admiralty.

Philadelphia, June 4, 1924.

Victor B. Woolley, Circuit Judge.

Endorsements: 3036. Order reversing decree, etc. Received & filed Jun. 4, 1924. Saunders Lewis, Jr., Clerk.

IN THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT, OCTOBER TERM, 1923

No. 3037 (List No. 51)

CHARLES PFIZER & CO., Appellant,

vs.

Steamship "WILLDOMINO," Appellee

Appeal from the District Court of the United States for the District of New Jersey

This cause came on to be heard on the transcript of record from the District Court of the United States for the District of New Jersey and was argued by counsel.

On consideration whereof, it is now here ordered, adjudged, and decreed by this Court that the decree of the said District Court in this cause be, and the same is hereby reversed, with costs, and the

cause remanded to the said District Court with directions to assess the libellant's damages against the ship according to the prevailing practice in Courts of Admiralty.

Philadelphia, June 4, 1924.

Victor B. Woolley, Circuit Judge.

Endorsements: 3037. Order reversing decree, etc. Received & filed Jun. 4, 1924. Saunders Lewis, Jr., Clerk.

In the United States Circuit Court of Appeals for the Third Circuit, October Term, 1923

No. 3038 (List No. 52)

Charles Pfizer & Company, Appellant,

vs.

Convoy Steamship Co., Owner, etc., Appellee

Appeal from the District Court of the United States for the District of New Jersey

This cause came on to be heard on the transcript of record from the District Court of the United States for the District of New Jersey and was argued by counsel.

On consideration whereof, it is now here ordered, adjudged, and decreed by this Court that the decree of the said District Court in this cause be, and the same is hereby reversed, with costs, with directions to the said District Court to dismiss the cross-libel.

Philadelphia, June 4, 1924.

Victor B. Woolley, Circuit Judge.

Endorsements: 3038. Order reversing decree, etc. Received & filed Jun. 4, 1924. Saunders Lewis, Jr., Clerk.

IN THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT

No. 50, October Term, 1923

CITRO CHEMICAL COMPANY OF AMERICA, Appellant,

v.

Steamship "WILLDOMINO," HER ENGINES, BOILERS, ETC., Appellee

No. 51, October Term, 1923

CHARLES PFIZER & COMPANY, INC., Appellant

v.

Steamship "WILLDOMINO," HER ENGINES, BOILERS, ETC., Appellee

No. 52, October Term, 1923

CHARLES PFIZER & COMPANY, INC., Appellant

v.

CONVOY STEAMSHIP COMPANY, LTD., Owner of the Steamship "Willdomina," Her Engines, Boilers, etc., Appellee

PETITION FOR REHEARING

The petition of Convoy Steamship Company, Ltd., owner of the SS. "Willdomino" and appellee herein, respectfully suggests that the opinion and order of the Court herein is erroneous in the following respects and prays for a re-hearing of the causes:

I. LACK OF CAUSAL CONNECTION BETWEEN UNSEAWORTHINESS AND NEGLIGENT STRANDING

This Court expressly found that "the proximate cause of the stranding of the Willdomino, from which libellants' original loss resulted, was not unseaworthiness of the ship" (insufficient bunkers) (Opinion, p. 35). But the Court having found that the claimant had failed to exercise due diligence to make the vessel seaworthy in respect to the bunkers, although admittedly this had nothing to do with the stranding, held that the claimant was not entitled to exemption from the consequences of the negligent navigation under Section 3 of the Harter Act; and further held that this was so "wholly without regard to whether or not there was any causal connection between the lack of due diligence to make the ship seaworthy in all respects and the loss caused by the negligence in navigation or in the management of the vessel" (Opinion, p. 34).

It is respectfully submitted that the interpretation placed by the Court on Section 3 of the Harter Act finds no support in the authorities, and none in the following cases cited in the opinion:

International Navigation Company v. Farr & Bailey, 181 U. S. 218; The Southwark, 191 U. S. 1; and The Wilderoft, 201 U. S. 378.

In International Navigation Company v. Farr & Bailey, one of the ports was unsecurely fastened when the vessel sailed and water taken into the vessel through it damaged her cargo. It was held that the vessel was unseaworthy on account of the port being unsecurely fastened. The damage in that case was not caused by faulty navigation but was directly attributable to the unseaworthiness of the vessel. Had the vessel been seaworthy there *were* would have been no damage whatever.

In the case of The Southwark, the vessel, a refrigerator ship, was held unseaworthy in that the refrigerator plant was not at the time of sailing in a condition to function properly. The owners had failed to exercise due diligence to put the refrigerator plant in proper condition. The meat in the refrigerator spoiled as the direct result of the unseaworthiness. There was no evidence whatsoever of faulty navigation in the case.

In The Wilderoft, the damage was caused by the opening of a valve in a water pipe in the hold after the vessel had reached her port of destination. The Court held that she was seaworthy at the beginning of her voyage and that due diligence had been exercised to make her so. The cause of the damage was negligence in operation after the vessel reached the dock.

An examination of the facts in these cases will show that the Court in none of them was called upon to say that if the vessel were unseaworthy, or that due diligence had not been exercised to make her so, the owners would be liable for damages arising from faulty navigation without regard to whether or not there was any causal connection between the lack of due diligence to make the ship seaworthy in all respects and the loss caused by negligence in navigation or in the management of the vessel.

We have been unable after a thorough search of the books to find any case since the passage of the act except the cases, infra, in 282 Fed. 354 and 284 Fed. 439, in which a ship-owner has been held liable for an error in navigation or management simply because it has failed to exercise due diligence to make the vessel seaworthy in some respect which was not connected in causation with the loss. If a causal connection need not be shown it would follow that a vessel which sailed from port with only five lifeboats where six were required by law would be liable to the owners of the cargo on board his vessel for damage caused by its negligent stranding.

We submit that the clause "in all respects" used in Section 3 of the act means "in all respects" material to or connected in causation with the errors in navigation or management. As the Circuit Court of Appeals for the Sixth Circuit expressed it in the R. P. Fitzgerald, 212 Fed. 678, 686, the statute protects the carrier "if in spite of the negligence and notwithstanding the injury therefrom his vessel is seaworthy as against such acts or he has used reasonable diligence to make it so."

In The Turret Crown, 282 Fed. 354, 359 (S. D. N. Y., 1922),

Judge Ward found that the vessel was unseaworthy in respect to her steering gear at the time it sailed and that the owners had knowledge thereof.

In an opinion in which he dismissed a bill filed by the cargo-owners he said:

"But the question is whether this unseaworthiness, whose defects were fully developed before water got into the fuel tanks, contributed to the bottom damage which injured the cargo. Of course, after the fuel oil gave out, the steering gear, even if perfect, would have been of no possible consequence. The deck log continuously describes the behavior of the steamer in the sea down to the time when she turned back as 'rolling heavily.' Rolling does not imply the pitching, which causes bottom damage. Even if the vessel fell off so far as to be in the trough of the sea, there would be no pounding. It seems to me that the breaking down of the steering gear, instead of increasing, decreased the strain upon the vessel. (P. 359.)

* * * * * * *

If forcing the steamer into the sea, whether a head sea or a following sea, at a speed sufficient to give steerageway did contribute to the bottom damage, it was an error in navigation and management of the vessel, for which the claimant is excused by the Harter Act. (P. 360.)

The Circuit Court of Appeals reversed the decree, January 10, 1924 (297 Fed. 766; 1924 A. M. C. 253) because it found that the unseaworthy condition of the vessel at the time of the inception of the voyage had a causal connection with the damage to the double bottom tanks which caused the damage to the libellant's goods. We quote from the opinion as follows at page 773 of the "Federal Reporter" and 261 of the A. M. C.:

"We are satisfied that the defects in the steering gear added to the strains on the vessel as qualified experts declared. The proximate cause of the distress of the ship which ultimately required her to return to port was the defective condition of the steering gear. The failure of the steering gear and inability to control the vessel produced a wrenching and straining and pounding of the vessel which in turn resulted in damage to the tanks. It was an unseaworthy condition of the vessel. * * *"

And at page 774 of the "Federal Reporter" and 263 of the A. M. C.:

"The defects in the steering gear were fully developed before there was any trouble with the vessel's fuel tanks. The trouble with the fuel tanks arose some twenty-four hours after the steering gear had developed serious defects and prevented the vessel from being properly steered and required her to stop. * * *

"In the view we take of the evidence, the conclusion is irresistible that the damage to the double bottom tanks of the ship was due to

the added strains to which they were subjected by reason of the defective steering gear. In this view of the case, the appellee is liable."

It wil be observed therefore that the statement of the law as to causal connection as laid down by Judge Ward was not overruled by the Circuit Court of Appeals, but was in fact practically affirmed, inasmuch as the Circuit Court of Appeals found a causal connection between the unseaworthiness and the negligent navigation which the District Judge had been unable to find.

In The Turret Crown, 284 Fed. 439, 444 (C. C. A. 4th Cir.) the opinion of the Court stated that it had before it a copy of the opinion of Judge Ward in The Turret Crown, 282 Fed. 354 (S. D. N. Y.), in which, as the opinion states, Judge Ward had found that the owners were negligent in failing to correct a defective steering-gear but had found "the cause of the cargo damage was the water taken into the fuel tank through the bottom" and "that this was not caused by the unseaworthiness of the vessel." The opinion then proceeded to say:

"If we accept, as we are disposed to do, his finding of the facts in this regard, it would seem to follow, of course, that, there being no causal relation between the unseaworthiness and the damage, no advantage may properly be taken of the former."

These are the only cases that we have found directly in point.

Theer are several analogous cases arising under the act for the limitation of ship-owners' liability, U. S. Comp. Stat. 8021, Rev. Stat. 4283, which limits the liability of a ship-owner for loss to the amount of his interest in the vessel and the freight then pending if the loss is incurred "without the privity or knowledge of such owner or owners." Prior to this statute the owner was held to full liability in all events.

In The City of Para, 44 Fed. 689, 691 S. D. N. Y., (1891), the vessel was stranded, due to negligent navigation. The owners asked for limitation of liability and libellants objected on the ground that the vessel was unseaworthy because of the condition of her shaft at the time of sailing and because the western route on which she was stranded was adopted at the instance of the owners. The court allowed a limitation, stating:

"It does not appear, however, that the owners were in any way privy to the faults that brought about the stranding. Neither the condition of the shaft, nor the adoption of the western route, was its proximate or efficient cause."

In The Thessaloniki, 267 Fed. 67 C. C. A., 2nd Circ.), the Court allowed a limitation of liability, saying:

"The only charges of unseaworthiness in the pleadings and in the proofs are connected with the boilers, engines and sounding pipes. We may assume them all to be established, and the only result would be delay in the prosecution of the voyage."

In Re Rapid Transit Ferry Co., 124 Fed. 786 (S. D. N. Y., 1903), the Court allowed a limitation of liability in a collision case where the owners were in privity with the pilot and

"knowingly permitted the pilot, in a negligent manner, to start the boat from the ferry bridge while he was standing on the stern of the boat behind a shed which cut off his view of vessels rounding the battery from the westward, and at a time when it was known the 'Mauch Chunk' was due to arrive at her slip and was probably approaching it."

The Court said (p. 795):

"This question would be an important one, if it did not appear that the negligent act, which the company was alleged to be in privity with, was not a cause of the collision. The starting of the boat by the pilot from the rear pilot house was undoubtedly negligent, and it is not clear that such negligence was not participated in by the company whose responsible agents on shore were, or should have been cognizant of the method of proceeding which was usually employed —The Republic, 61 Fed. 109 (9 C. C. A. 386)—but the negligent act which precipitated the collision was not the starting of the boat, but her continuance, with an accelerated speed, out beyond the confines of her slip. * * *

"The negligence which brought about the 'Northfield's' share in the disaster was the negligence of those navigating the boat when she was entirely beyond the control of the petitioner's agents on shore."

We submit, therefore, that both upon necessary principle and upon the sole authorities found in the books (and it is an eminent authority) causal connection must be shown.

II. Negligent Stranding Clause Contained in the Bill of Lading

This Court has stated that the claimant "can here derive no relief from the stipulation in the bill of lading" which reads:

"The ship and carrier shall not be liable for loss or damage occasioned by the perils of the seas or other waters * * * collision, stranding or other accidents of navigation of whatsoever kind, even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners or other servants of the shipowner."

on the ground that in so far as such clause is "in conflict with the third section of the Harter Act it is obviously null and void, and in so far as it is co-extensive with or narrower than the Harter Act it is useless as the third section of the Harter Act is self-executing" (Opinion, p. 35). It seems to us, with all respect, that the Court has overlooked the fact that the above stipulation is not in conflict with Section 3 of the Harter Act, but is broader than that

section. Section 3 of the Harter Act does not prohibit contracts between the shipper and the carrier limiting the carrier's liability. Such prohibitions only appear in Sections 1 and 2 of the act. These sections do not prohibit the inclusion of such a clause as the one quoted; their failure to do so inferentially admits the right of the parties to so contract.

It is submitted that three classes of exemptions are contemplated by the Harter Act: First, the prohibited exemptions covered by Sections 1 and 2 regarding liability for loss due to negligent "loading, stowage, custody, care or proper delivery" of the merchandise or for failure to exercise due diligence to make the vessel seaworthy, concerning which the parties may not contract to limit the carrier's common-law liability; second, the self-executing exemptions covered by Section 3, providing that without contractual provisions the carrier shall not be held liable for error in navigation or management where it has used due diligence to make the vessel seaworthy; third, the residual exemption clauses, which are not specifically prohibited, concerning which the parties are left free to contract between themselves as to the carrier's liability.

Prior to the Harter Act it was against the public policy of the United States to allow a carrier to insert a clause in the bill of lading such as the one herein discussed (The Montana, 129 U. S. 397, 464), but Congress changed the public policy in this regard by the adoption of the Harter Act (The Jason, 225 U. S., 32), and left the parties free to contract for the limitation of the carrier's liability for negligent stranding.

III. Deviation

The Court has found as a fact that the ship went to Sydney for coal for bunkers for a subsequent voyage and that this constituted a deviation and displaced the bill of lading.

We submit that this finding is contrary to the uncontradicted evidence in the case.

It was not contended at the trial below that the "Willdomino" went to Sydney for bunkers for a subsequent voyage. The point was not mentioned by libellants' proctor in his statement of alleged faults presented to the trial Judge at the close of the libellants' case-in-chief. This statement does not appear in the printed record, but it is set forth in the opinion of the trial Judge (Record, p. 1367).

This contention was not mentioned in the oral argument at the end of the trial below.

At the close of the oral argument the libellants' counsel handed to the trial Judge a statement containing "27 points of negligence," but none of these points mentioned bunkers for a subsequent voyage. These 27 points do not appear in the testimony in the printed record. They are set forth in the opinion of the trial Judge (Record, p. 1369).

In fact, the question was suggested for the first time in the petition of appeal (par. 20, Record, p. 1395).

The question was raised in the fifteenth and sixteenth assignments of error. These assignments were not included in the printed record,

but were printed as an insert to libellants' brief and were not in fact handed to appellee's counsel until a few days before the argument in this court, and after the appellee's brief had ben printed. The assignments are to be found as an insert in appellants' brief at pages 13a to 13f.

The subject was dismissed in appellee's "Memorandum" or brief at page 82 (printed before the receipt of appellants' brief) with the mere statement that there was no basis in the testimony for this contention.

At pages 61-67 of appellants' brief there is a lengthy mathematical computation which it was contended showed that there would be no saving for an owner to go to Sydney for bunkers for the voyage to New York, but it would be a saving if we went there to take bunkers for a subsequent voyage and from this it was argued that the vessel must have gone to Sydney for bunkers for a subsequent voyage. Appellee's supplemental brief, January 5, 1924, met appellants' contention with the statement that there was "not a shred of evidence to the effect that the vessel was proceeding to Sydney for bunkers for a subsequent voyage" (p. 17). Appellants' reply brief dated January 7, 1924 (the day of the argument in this court and first handed to appellee's counsel during the argument) urged that Williams, claimant's president, never denied that their ship would have taken bunkers for her subsequent voyage at Sydney (p. 14). But this statement is directly contrary to his evidence.

This point of bunkers for a subsequent voyage was not touched upon in the oral argument before this Court, according to the recollection of appellee's proctors, or, at most, but a slight allusion was made to it.

We submit that, in these circumstances, the authorities are full to the point that this contention that the ship went to Sydney for bunkers for a subsequent voyage should not have been considered in this court.

We need only refer to the authorities cited by this court in its opinion (printed copy, p. 47) in refusing upon this same ground to consider the question whether the fact that the vessel took cargo at Lisbon was a deviation. These authorities are:

Badger v. Ranlett, 106 U. S. 255, 259;

H. W. Paine v. Manistee Tanning Co., 279 Fed. 340; 2 R. C. L. 69.

We may add a later case in the C. C. A., 2d Cir., The Lydia, 1924 A. M. 1001, 1010. There it was held as follows:

"In short the matter is within the familiar principle that a point not raised below nor presented by the pleadings cannot be raised for the first time in this appellate court. The Minnie, 225 Fed. 36; Jova etc. Works, v. New York, 277 Fed. 180."

We may add that the fact that proctor for the libellant did not raise this question below may detract somewhat from the rather trenchant argument in appellants' brief, when, rather late, he comes to urge this point.

The record shows that the "Willdomino" arrived in Sydney with 61 tons of bunkers unconsumed (Record, p. 1251) and there took on 62½ tons (Record, p. 1253) which was secured by the efforts of her Halifax agent (Record, p. 547), Mr. Hensley, of Pickford, Black & Company, Ltd. This he did at the claimant's request (Record, p. 1343) in order to bring the vessel to Halifax where bunkers for New York had been arranged. At Halifax she obtained 424 tons of coal (Record, p. 1269) and arrived at New York with 250 tons unconsumed. This could not by any stretch of the imagination be held to be bunkers for a subsequent voyage which must necessarily be to a foreign port inasmuch as the vessel was under the British flag and excluded from coastwise traffic.

This Court holds that the fact that the vessel did not actually obtain bunkers at Sydney for a subsequent voyage is immaterial "for it is the purpose of the deviation and not the consummation of that purpose that is the test in the matter of deviation" (Opinion, p. 49). This we submit is contrary to the well-established rule laid down by the Supreme Court in Marine Insurance Company v. Tucker, 3 Cranch, 357, 393 (1806), that an intention to deviate is not a deviation unless the intention be carried into execution. See also North British and Mercantile Insurance Co. v. H. Baars & Co., 255 Fed. 625, 626 (C. C. A., 5th Cir.).

As to the evidence on this subject:

The only evidence in the record on the question of the intention with which the vessel went to Sydney is that of Mr. Williams, the claimant's president, who was examined at length before the trial Judge and whose testimony is directly contrary to the finding of this Court.

We quote from his testimony as follows:

Cross-examination (Record, p. 71, fols. 213-215):

"Q. But did you give your master standing orders to coal at Sydney?

A. I don't know as he had standing orders. We have made it a sort of practice to coal at North Sydney; as I recall it, along about that period we were having great difficulty in getting ship's bunkers on the Atlantic Coast of the United States, as you know in those days there were many embargoes on coal, and so on.

Q. Well, did the master of the 'Willdomino' have orders to coal this vessel at Sydney?

A. You mean on this particular voyage?

Q. Yes.

A. I don't know; he might have had; you mean at the time of leaving Lisbon?

The Court: If you don't know, why, just say so.

Q. Why were you hesitating about that answer?

A. Well, I am hesitating as to whether it was when he was at Lisbon or at Ponta Delgada.

Q. When he was at Ponta Delgada, did he have orders to coal at Sydney?

A. I think he naturally would have had orders to coal at the nearest coaling port, which would have been North Sydney."

Recalled.

Cross-examination (Record, p. 234, fols. 702-704):

"Q. How big were the bunkers of the 'Willdomino,' and how much coal would she take?

A. Permanent bunkers about 650 tons and reserve bunkers in her bridge deck about 802 tons.

Q. So she could carry about 1,400 tons of coal?

A. Fourteen hundred fifty.

Q. Did you anticipate that when the vessel sailed from Ponta Delgada that she would go to Sydney and there take on approximately 1,400 tons of coal?

A. No. We may have given him orders to proceed to the nearest coal port, which would have been North Sydney from Ponta Delgada.

Q. If he could have gotten it there, was it the duty of the master when he got to Sydney to fill up his bunkers with coal there?

Mr. Sprague: I object to that question as to what the duty of the master was.

The Court: I will permit it.

A. It might be considered his duty, but since we were able to get in touch with North Sydney we would have given the instructions."

Recalled.

Cross-examination (Record, p. 862, fols. 2584-2588):

"Q. When you sent this cable to your master directing him to go to Sydney, didn't you intend that he should at North Sydney take on bunkers for the return trip to Europe?

A. No, sir. We hadn't any voyage fixed.

Q. Well, for the next trip that this vessel should make to sea?

A. No, sir.

Q. You didn't intend that he should take on enough coal to go to sea again?

A. No, sir, hadn't any next voyage in mind.

Q. Did you intend that he should take on enough coal at North Sydney to coal some other ship of yours from an Atlantic port to sail?

A. No, sir.

Q. Now, that is exactly what the 'Willdomino' had done on the preceding trip, wasn't it?

A. After we arrived at North Sydney, we did that, yes.

Q. On the preceding trip of the 'Willdomino' you had her coal in North Sydney?

A. Yes, sir.

Q. For her requirements to get to New York and then sail again?

A. No, to transfer coal to some other British steamers.
Q. That you owned?
A. That we owned.
Q. Now, then, on that other trip that the 'Willdomino' stopped at North Sydney, she was coming from the Baltic Sea, wasn't she?
A. No, sir.
Q. Where was she coming from?
A. St. Nazaire, France.
Q. That is considerably further north than Lisbon, isn't it, that port?
A. Yes.
Q. St. Nazaire was the last place that this vessel stopped in Europe on the preceding trip?
A. It is where she discharged her cargo and sailed for North Sydney under ballast.
Q. Then she wasn't in danger to any other cargo on that preceding trip when she stopped at Sydney for coal, was she?
A. No, sir.
Q. No other cargo to be injured?
A. No cargo aboard of her.
Q. Is that the only other time the 'Willdomino' stopped at North Sydney while under your management and before this accident?
A. I think so."

It is submitted that the above testimony is clear and unequivocal to the effect that the vessel did not go to Sydney for bunkers for a subsequent voyage.

It is difficult to believe that the owners meant or expected to get coal at Sydney for a subsequent voyage or believed that they could do so, when it appears that coal was at that time extremely hard to get at Sydney by reason of a strike and that this ship had to procure the interposition of a firm in Halifax in order to get even 60 tons there. It should be remembered that this is a British ship and that her home port and her place of registry was Halifax. Surely the stringent coal conditions at Sydney, a nearby port, must have been well known to her owners.

It is equally difficult to believe that experienced shipping men would have risked an unjustifiable deviation and the displacement thereby of the bill of lading by sending the ship to Sydney for that purpose.

For both of these reasons, we think that the learned Court has attributed to the owners a quite impossible or certainly a most improbable course of conduct, and drawn an incorrect inference from what it designates as "circumstantial evidence." We think that the improbability, in the circumstances, that the owners of this ship sent her to Sydney for coal for bunkers for a subsequent voyage strongly corroborates the direct and positive and firm testimony of the owner that she was not sent to Sydney for that purpose. Indeed we respectfully urge that the "circumstantial evidence" all tends to support the direct evidence of the owner and not the inference drawn by the Court.

Had this point been raised at the trial, evidence could have been obtained by appellee from Mr. Hensley, the Halifax agent of the vessel, to prove that he was directed by the owner in advance of the arrival of the ship at Sydney to order only bunkers for the voyage to New York and that these orders remained unchanged. Further, that while he made every effort to procure at Sydney enough bunkers for New York, he was able (by reason of a coal strike at Sydney) to procure only enough coal (62½ tons) for Halifax.

An affidavit by Mr. Hensley to this effect is now being prepared. Leave is here asked to file his affidavit in support of this motion. Also, to take his testimony in support of this motion for a rehearing.

This agent, Mr. Hensley, was examined on deposition on December 1, 1921 (Record pp. 543-564), and the fact that he was not questioned on this point by counsel for either side at that time was because this point had never been raised.

This Court admits "that there is no direct evidence that it was the purpose to obtain at Sydney coal for a subsequent voyage" (Opinion, p. 51). We submit that the situation is more accurately expressed by saying that the direct evidence is that the vessel went to Sydney for bunkers for the voyage to New York and not for a subsequent voyage. The argument of counsel for appellants in his brief to the effect that the testimony of Mr. Williams is unbelievable because the sending of the ship to Sydney for coal for the voyage to New York would not have resulted in an economy, cannot take the place of evidence. The testimony of the president of the company is not impeached and, standing uncontradicted as it does, there is no valid reason why it should not be taken as a verity.

The additional evidence to be furnished by Mr. Hensley's affidavit that it was he who procured the 62 tons at Sydney and that, in doing so, he was obeying the direct order of the owner to procure at Sydney only bunkers for New York, corroborates the testimony of the president.

While we cannot argue that, in this case where not all the witnesses were examined before the Court below, this Court will not feel itself constrained to accept the findings below in their entirety, yet we argue with confidence that inasmuch as the testimony of the president of the company on this important question now being discussed was taken orally before the trial Judge, this Court should follow his findings of fact so far as the testimony of the president is concerned, and such findings should not be disturbed unless there is most cogent evidence of mistake and miscarriage of justice.

This appears to be the rule deducible from Ohio Valley Bank Co. v. Mack, 163 Fed. 155, 158; In re Charles R. Partridge Lumber Co., 215 Fed. 973; Walter et al. v. Atha, 262 Fed. 75.

There is no such evidence of mistake or miscarriage of justice here.

This Court has not held that if the vessel went to Sydney for bunkers for New York it was an unjustifiable deviation. The trial Court found the voyage to Sydney justifiable.

The liberties given to the vessel in the bill of lading were extremely broad. They allowed the vessel "to call at intermediate

ports or any port or ports in or out of the customary route in any order to receive and discharge coal" and gave her the liberty of "bunkering at any port or ports in or out of the way." The increased distance from Lisbon to New York via Sydney was only about 300 miles (Opinion, p. 49). This was a reasonable deviation from the direct course from Lisbon to New York and allowable under the rule of The Blandon, 287 Fed. 722, and The Emelia S. de Perez, 287 Fed. 361 (affirmed 288 Fed. 1019), both cited in the opinion of the Court.

In the "Blandon" case the clause "with the liberty to call at any port or ports in or out of the customary route in any order" was held to justify the vessel in stopping at Philadelphia for cargo, 30 hours sailing distance from New York and all of 300 miles in and out, on a voyage from New York to Valencia. In Emelia S. de Perez a transshipment clause with an authorization "to deviate, to proceed to the port stated in this bill of lading via any port or place en route or beyond, in any order, whether in or out of the customary or advertised route for any purposes whatever" was held to justify the carrier in not stopping at Valencia, the destination named in the bill of lading and in carrying the goods forward to Barcelona, 125 miles further, and shipping them back by another steamer.

We submit therefore that the right of the vessel to proceed to Sydney for bunkers for New York can hardly be disputed.

But even if that liberty were not given under the bill of lading there is another settled rule of law which justified her in going there in an emergency due to the failure of coal even though her predicament was brought about by her leaving Lisbon without sufficient coal for New York. Thus, the Circuit Court of Appeals for the Fourth Circuit in The Turret Crown, 284 Fed. 439, and the Circuit Court of Appeals of the Second Circuit in a case of the same name, The Turret Crown, 297 Fed. 766, 1924 A. M. C. 253, 266, both held that the act of the master in putting into a port of refuge to save the ship, cargo and crew was a justifiable deviation although the predicament in which he found himself was caused by the owner sending the vessel to sea in an unseaworthy condition.

Both of these cases follow Kish v. Taylor, (1912) A. C. 604, in the House of Lords, which reversed the judgment in that case reported in (1911) 1 K. B. 625, and upheld the decision of Walton, J., in (1910) 2 K. B. 309.

The following is the language of Kish v. Taylor as quoted in The Turret Crown, 284 Fed. 439, 446:

"* * * It is prima facie not only the right but the duty of the master of a ship to deviate from the course of his voyage and seek a harbor or place of safety, if that be reasonably necessary in order to save his ship and the lives of his crew from the perils which beset them. * * *

* * * * * * *

"So that the question for decision, resolves itself into this: Is it the presence of the peril and not its cause which determines the char-

acter of the deviation, or must the master of every ship be left in this dilemma, that whenever, by his own culpable act, or a breach of contract by his owner, he finds his ship in a perilous position, he must continue on his voyage at all hazards, or only seek safety under the penalty of forfeiting the contract of affreightment? Nothing could, it would appear to me, tend more to increase the dangers to which life and property are exposed at sea than to hold that the law of England obliged the master of a merchant ship to choose between such alternatives."

Kish v. Taylor is cited in 24 R. C. L. 1341, with approval, a fact which would seem to weaken the value of the citation by this Court in this connection of 24 R. C. L. 1336, to the contrary.

IV. Unseaworthiness

The opinion, after stating that the coal supply on sailing from Lisbon was not sufficient for the voyage to New York, proceeds to consider the effect of the provision in the bill of lading which gave the vessel the liberty "to call at intermediate ports or any port or ports in or out of the customary route in any order to receive and discharge coal."

Also to conisder another provision.

"Eighth. The ship has liberty of filling up and/or bunkering at any port or ports in or out of the way."

(An amendment in writing is considered in the opinion as not affecting the two preceding provisions.)

The opinion then proceeds to say that Lisbon was the terminus a quo of this voyage and New York the terminus ad quem and that "there is no evidence that there is a port at which it is customary and usual for vessels on a voyage from Lisbon to New York to call for coal."

Perhaps there is not; but this ship had an unquestionable right to go to Sydney for coal. The language of the bill of lading quoted above cannot be otherwise construed. It does not contain merely the words "any port or ports" which were held by Lord Esher in Leduc v. Ward, 20 Q. B. D. 475, 6 Asp. Mar. Cases 291, to mean only ports "substantially on the line of that voyage" and not to include, in a voyage from Fiume to Dunkirk, a stop at Glasgow.

The case at bar rather falls under Benjamin Smith & Co. v. Regem, 34 T. L. R. 566 (1918), in the House of Lords, where the bill of lading (substantially as in the case at bar) provided for stopping at ports and places, "notwithstanding that such ports and places are out or away from the customary or geographical route."

It was there held:

"It was hardly argued that the mere sending of the vessel to Murdos and Imbros was a deviation not authorized by the bill of lading,

and no such contention would have succeeded. This no doubt involved a detour far out of the ordinary course of a voyage between Melbourne and London, but in his opinion it was authorized by the bill of lading and particularly by the marginal clause."

The case of Hurlburt v. Turnure, 81 Fed. 208, cited in the opinion of this Court, differs on its facts. That was a short voyage from Cuba to New York. The coal on leaving Cuba was five tons short of a reasonable supply. It was held that the ship could not "sail voluntarily from the port of departure with a short supply of coal, and thus created deliberately a necessity to call at intermediate ports not mentioned in the bill of lading and contrary to the customary course of the voyage."

But in the case at bar it was a long voyage, and Sydney was by the stipulation of the bill of lading brought into the line of the route as a coaling port. A ship from China to Liverpool is not required to leave China with coal for the entire voyage. She may coal at ports along the route. She really sails by stages. Starting on each stage, she is required only to have coal enough for that stage. By the above-quoted language of the bill of lading, Sydney was made a lawful coaling place for this vessel.

If, sailing from Lisbon, this vessel had a right to go to Sydney for coal, nothing else makes any difference. It cannot affect or limit that right that in clearing from Lisbon, she cleared for New York. That merely indicates New York as her final port of destination.

Why should she not in leaving Messina "clear" for New York, which was her final destination?

Can it be doubted that a ship sailing from the Philippines to Philadelphia clears for Philadelphia? This fixes her status—her voyage. Where she coals on the way is fixed by custom, perhaps by need and certainly, as here, can be fixed by the broad language of the bill of lading. The bill of lading here is broad and permits coaling at Sydney whether it be "in or out of the customary route."

Nor, it is submitted, does it matter that in sailing from Ponta Delgada the course was first laid to New York or not.

The evidence shows that in leaving Ponta Delgada the ship took the Great Circle Course and after five days steered for Sydney. In the court below it was stated that when the ship steered to Sydney "they were then on the Great Circle Course and the pulling into Sydney meant very little change from the course they were then on" (Record, p. 1367).

If the Court, in considering this motion for a rehearing, will look at the map of the North Atlantic in evidence they will observe how slight is the difference between a course to Sydney and one to New York when sailing on the Great Circle Course.

As a matter of fact, the appellants throughout the trial contended that the vessel sailed directly from Ponta Delgada to Sydney and not to New York. The faults specified by the appellants' proctor at the beginning of the trial below included the following:

"That the vessel when she sailed from Ponta Delgada took a course direct for Sydney. In other words she did not attempt to make her destination but took a long leg to Sydney for the purpose of making a stop there to obtain coal." (Record, p. 1367.)

At the oral argument at the close of the case, in listing the different respects in which he said the vessel was negligent, appellants' counsel contended:

"7. That she did not sail for her destination (New York) but sailed for Sydney." (Record, p. 1370.)

The fourteenth clause of the petition of appeal likewise is based upon the contention "that the vessel sailed from Ponta Delgada direct to Sydney" (Record, p. 1394).

The tenth assignment of error (appellants' brief, p. 13b) is to the same effect.

That the ship had orders to go to Sydney cannot be questioned. Such was the effect of the cablegram to the master at Gibraltar (Record, p. 1090). Mr. Williams testified as follows (Record, p. 866):

"Q. What was the purpose of this telegram; what did you mean by it?

A. Take enough bunkers to make North Sydney. * * *

Q. When you sent this cable to your master, did you mean that he should folow the directions contained in it or not?

A. Generally speaking, yes."

The fact that the vessel cleared at Lisbon for New York and that the heading at the top of the deck log book reads "from Lisbon to New York" (Record, p. 1010) and the heading in the engineer's log book reads "from Lisbon towards New York" (Record, p. 1203) must not receive serious consideration nor be allowed to overrule the instructions of the owners to proceed to North Sydney as contained in the cablegram to the master at Gibraltar. It is to be noted also that upon leaving Ponta Delgada the entry in the deck log reads (the captain's log) "from Ponta Delgada to Sydney, C. B." (Record, p. 1034), although the engine room log entry remained "from Ponta Delgada towards New York" (Record, p. 1229).

The learned opinion recognizes the fact that long voyages may be made in stages, in which case the requirement of coal supply need be only enough for each stage. The good ship "Texas Maru" from Java to Baltimore with sugar coals at Colomba, Port Said and Gibraltar. These are the stages. At Java she must have coal enough for Colomba and so on to the end of the voyage.

The "Willdomino" had orders to go to Sydney for coal—on her way to New York. Lisbon to Sydney was a stage. She had sufficient coal for that stage and arrived safely at Sydney with coal to spare. Admittedly, on leaving Sydney she had coal enough for Halifax. How, we ask, can she be held to have been unseaworthy for lack of coal when she left Lisbon.

A vessel sailing from Lisbon and having orders for Sydney to take coal (as authorized by her bill of lading) clears at Lisbon for New York (her ultimate port) with sufficient coal for Sydney (but scarcely enough for New York) and proceeds to Sydney and arrives there safely, can hardly be held unseaworthy because she left Lisbon without sufficient coal for New York.

Wherefore, your petitioner prays that this Court allow a re-hearing of the above causes on the points aforesaid.

Dated, July 3, 1924.

Convoy Steamship Company, Ltd., by Joseph W. Henderson, One of Its Proctors. Francis Rawle, George W. Betts, Jr., George C. Sprague, Thomas F. Mount, Of Counsel.

I hereby certify that I have examined the foregoing petition; that in my opinion it is well founded and entitled to the favorable consideration of the Court, and that it is not filed for the purpose of delay.

Francis Rawle, Counsel

IN THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE THIRD CIRCUIT

No. 3036, March Term, 1924

CITRO CHEMICAL COMPANY OF AMERICA, Appellant,

v.

Steamship "WILLDOMINO," HER ENGINES, BOILERS, etc., Appellee

No. 3037, March Term, 1924

CHARLES PFIZER & COMPANY, INC., Appellant,

v.

Steamship "WILLDOMINO," HER ENGINES, BOILERS, etc., Appellee

No. 3038, March Term, 1924

CHARLES PFIZER & COMPANY, INC., Appellant,

v.

CONVOY STEAMSHIP COMPANY, LTD., Owner of the Steamship "WILLDOMINO," Her Engines, Boilers, etc., Appellee

Appeal from the District Court of the United States for the District of New Jersey

Before Woolley and Davis, Circuit Judges, and Morris, District Judge

Per CURIAM: We have considered the petition for a rehearing in the above-entitled causes and also the incidental application for leave

to file an affidavit of Mr. Hensley, the Halifax agent of the vessel, "to prove that he was directed by the owner in advance of the arrival of the ship at Sydney to order only bunkers for the voyage to New York and that these orders remained unchanged. Further, that while he made every effort to procure at Sydney enough bunkers for New York, he was able (by reason of a coal strike at Sydney) to procure only enough coal (62½ tons) for Halifax." Should such testimony be received and given its greatest effect it would fail to negative that it was the purpose of the owner, or the master in obedience to the cablegram received by him at Gibraltar, to order additional bunkers after the vessel arrived at Sydney. It would not, in our opinion, be adequate to overcome the evidence in the cause that such was the primary purpose for which the vessel put in at Sydney. Consequently, we think that neither affidavit nor testimony of Mr. Hensley, if taken, would serve any useful purpose.

Each of the grounds, whether of law or fact, urged in support of the petition for rehearing were weighed fully by us during the consideration of the cause. We find nothing in the petition for rehearing which presents those grounds in a new light or leads us to doubt the soundness of the views with respect thereto as expressed in the opinion filed.

The motion for a rehearing is denied.

Endorsements: 3036. Per Curiam order denying petition for rehearing. Received & filed Jul. 26, 1924. Saunders Lewis, Jr., Clerk.

UNITED STATES OF AMERICA,
Eastern District of Pennsylvania,
Third Judicial Circuit, set:

I, Saunders Lewis, Jr., Clerk of the United States Circuit Court of Appeals, for the Third Circuit, do hereby Certify the foregoing to be a true and faithful copy of the original record (Volume 2) and proceedings in this Court in the cases of: Citro Chemical Co. v. S. S. "Willdomino," etc., No. 3036; Chas. Pfizer & Co. v. S. S. "Willdomino," etc., No. 3037; Chas. Pfizer & Co. v. Convoy Steamship Co., Ltd., etc., No. 3038, on file, and now remaining among the records of the said Court, in my office.

In testimony whereof, I have hereunto subscribed my name and affixed the seal of the said Court, at Philadelphia, this fourth day of August in the year of our Lord one thousand nine hundred and twenty-four and of the Independence of the United States the one hundred and forty-ninth.

Saunders Lewis, Jr., Clerk of the U. S. Circuit Court of Appeals, Third Circuit. (Seal of United States Circuit Court of Appeals, Third Circuit.)

SUPREME COURT OF THE UNITED STATES, OCTOBER TERM, 1924

No. 631

STEAMSHIP "WILLDOMINO," HER ENGINES, etc., Petitioner,

vs.

CITRO CHEMICAL COMPANY OF AMERICA

On Petition for Writ of Certiorari to the United States Circuit Court of Appeals for the Third Circuit

ORDER GRANTING PETITION FOR CERTIORARI—Filed October 27, 1924

On consideration of the petition for a writ of certiorari herein to the United States Circuit Court of Appeals for the Third Circuit, and of the argument of counsel thereupon had, it is now here ordered by this Court that the said petition be, and the same is hereby, granted, the record already on file as an exhibit to the petition to stand as a return to the writ.

SUPREME COURT OF THE UNITED STATES, OCTOBER TERM, 1924

No. 632

STEAMSHIP "WILLDOMINO," HER ENGINES, etc., Petitioner,

vs.

CHARLES PFIZER & COMPANY, INC.

On Petition for Writ of Certiorari to the United States Circuit Court of Appeals for the Third Circuit

ORDER GRANTING PETITION FOR CERTIORARI—Filed October 27, 1924

On consideration of the petition for a writ of certiorari herein to the United States Circuit Court of Appeals for the Third Circuit, and of the argument of counsel thereupon had, it is now here ordered by this Court that the said petition be, and the same is hereby, granted, the record already on file as an exhibit to the petition to stand as a return to the writ.

SUPREME COURT OF THE UNITED STATES, OCTOBER TERM, 1924

No. 633

CONVOY STEAMSHIP COMPANY, LIMITED, Owner, etc., Petitioner,

vs.

CHARLES PFIZER & COMPANY, INC.

On Petition for Writ of Certiorari to the United States Circuit Court of Appeals for the Third Circuit

ORDER GRANTING PETITION FOR CERTIORARI—Filed October 27, 1924

On consideration of the petition for a writ of certiorari herein to the United States Circuit Court of Appeals for the Third Circuit, and of the argument of counsel thereupon had, it is now here ordered by this Court that the said petition be, and the same is hereby, granted, the record already on file as an exhibit to the petition to stand as a return to the writ.